DUFFY'S PURE

MALT WHISKEY

NEW ADVERTISEMENTS.

TOO BAD TO TRAVEL.

Stories of the Horrible Condition of Some Clearfield County Roads

KEEP BACK THE EXPLORERS

Regions With Abundance of Stone for Macadamizing

STILL FIX HIGHWAYS WITH MUD

Some Pertinent Hints as to the Utilization of Boulders and

THE GREAT VALUE OF ROAD MACHINES

Clearfield county roads are bad. The citizens desire improvement, but are puzaled to know how to secure it without increasing their taxes, which are already

(FROM OUR SPECIAL COMMISSIONER.) THE PITISBURG DISPATCH
COUNTRY ROAD EXPEDITION,
LUTHERSBURG, PA., May 5.

In Clearfield county I have run across some specimens of another class of victims to bad country roads, very common all over Western Pennsylvania. As they sat upon a farm ience I had them photographed. They were only able to attend the township school last winter and this spring on an average of three days a week. When the mud dries up they go every day. They were a living proof of the assertion that neglected public highways breed illiteracy.

We left Brookville, Jefferson county, at 11 A. M. yesterday, and by 7 P. M. had covered quite a large agricultural area in Clearfield county, including the villages of Luthersburg and Troutville. We found THE ROADS ALL BAD,

except in Brady township, between New Salem and Luthersburg, where the taxpayers had worked out their taxes the previous day, and had left the highways in excellent condition. They had used a road-

building machine for the first time. "As long as we have dirt roads," said C. H. Goodlander, a farmer of that township, to me, "the only proper method of keeping them in repair is by means of these machines. We have just bought this one, and a money tax of 2 extra mills has been levied in Brady to pay for it. Our whole road tax, including that, is 7 mills. Once it was 15 mills. They were then building some new roads. Yes, 7 mills is pretty heavy, but we must have the roads repaired.

OHARRYING STONE EXPENSIVE "I have helped to spend a good bit of

lessen the evil of ruts.

A Pennsylvanian dislikes to admit that a A Pennsylvanian dislikes to admit that a rival State has done anything better than his own Commonwealth, and yet a remark by Mr. Goodlander at this juncture was equivalent to such a confession. He said he supposed that Winchester pike, in Virginia, had been built by a private corporation, and that private capital is generally more judiciously handled than Government works,

A CLAY TURNPIKE. This may or may not be so, but it is a fact that the very road on which Messrs, Goodlander and Johnson stood by THE DISPATCH wagon at that moment was once the Philadelphia and Erie (Waterford and Susquebanna) turnpike—a route of more commercial importance at one time than any of Virginia linearity of the comments of the control of the comments of the control of the comments of the control of t delphia and Erie (Waterford and Susque-banna) turnpike—a route of more commer-cial importance at one time than any or Vir-ginia's highways. Yet it was only built of clay, and clay it remains. It was made by a private corporation. So was the Virginia Turnpike Company. Which constructed the most lasting work?

have the narrow tires, thus compelling city people to stand a share of country road taxes. The tax on narrow tires could then be thrown into township or county funds for the repair of roads. In a few years it would been seen that to escape this license tax the tires of wagons would generally be made broader, and then the real benefits to the roads would begin to show, for the withdrawal of narrow tires would probably lessen the evil of ruts. was struck with the well-proportioned slope the driveway had. It was so nicely sloped and graded from the middle down to either gutter, that from gutter to gutter it was wholly accessible for driving. Our driver remarked that if roadmachines, run over the highway every spring for four or five years, packed the earth down each time in that well-graded shape, the dirt foundations would then be perfectly sloped and the highway would be in all the better condition for macadamizing, since the grading for the lowest course of stone on a macadamized road must taper off from the middle, in order to drain away the water they will soak down from the surface.

DANGEROUS HIGHWAYS,

DANGEBOUS HIGHWAYS, Our whole journey through Jefferson county to this place was over wretched roads. And in Clearfield county, generally speaking, they are said to be as bad as elsewhere. This expedition did not extend to the coal regions in the southeastern part of Clearfield county.



Mr. Goodlander had told me that Brady township's road tax—and principally for this old turnpike, too—was 7 mills, Mr. Johnson said there were no taxes and precious little labor required to keep up the Winchester pike. Here was a silent but powerful argument for macadam as against

Another Clearfield county farmer said to me: "Will not experiments show that Pennsylvania can furnish some stone equally as good as limestone for road-making? The vagrant character of limestone veins in this State, and the cost of transporting it after it is quarried, seem to be the two reasons for much of the opposition to macadamizing the roadways.

UTILIZING THE BOULDERS. "Now, I was much impressed with what THE DISPATCH found in Forest county, You were told up there that they had plenty of blue flagstone, a spurious limestone, which was sufficiently hard to bear heavy teaming. The mountainous character of Western Pennsylvania has made its supply of rook made its supply of rock and stones abund-"I have helped to spend a good bit of ant. All the great boulders in these woods, money on them year after year, and I am the rocks that rib the mountains, and the not prepared to say that they show for the stone that fill the fields, are not always

From here we journey across to Armstron county as far as Kittanning. From that place we go to Indiana, and thence in a southeasterly course across the mountains through Cambria, Blair and Bedford counties,

L. E. STOPIEL.

A NEW COMPETITOR

To Take the Center Board Championship From the United States.

LONDON, May 4.—Mr. MacAlister, of Dunbarton, is building for Mr. Robert Wylie, of the Clyde Yacht Club, a 32-foot yacht which will be called the Volunteer, and which will be fitted with a center board. She is not specially designed to race in America, but may go there and compete at New York. It is proposed to test the advantages of the center board style of yacht and to train the members of the club in handling a vessel of that class so as to be able to compete in races at New York. Yachtsmen here approve of the tenor of the letters sent by the Earl of Dunraven to the New York Yacht Club declining to again challenge for a race for the America Cup and formulating his objections to the new deed of gift.

Pittsburg Gets Another Contract. FAIRMONT, May 4 .- The Fairmont Electric Light Co. awarded the contract for the entire plant to Stern & Silverman, Edison's agents, Pittsburg.

MONTERAL, May 4.- The earnings of the

Canadian Pacific Railway for the week ended April 30, were \$356,000, against \$327,-000 for the corresponding period last year.

Choking Catarrh.

Have you awakened from a disturbed sleep with all the horrible sensations of an assassin clutching your throat and pressing the life-breath from your tightened chest? Have you noticed the languer and debility that succeed the effort to clear your throat and head of this the effort to clear your throat and head of this catarrhal matter? What a depressing influence it exerts upon the mind, clouding the memory and filling the head with pains and strange noises? How difficult it is to rid the nasal passages, throat and lungs of this poisonous mucus all can testify who are afflicted with catarrh. How difficult to protect the system against its further progress towards the lungs, liver and kidneys, all physicians will admit. It is a terrible disease, and cries out for relief and cure.

is a terrible disease, and cries out for relief and cure.

The remarkable curative powers, when all other remedies utterly fail, of Sanford's Radical Cure, are attested by thousands who gratefully recommend it to fellow sufferers. No statement is made regarding it that cannot be substantiated by the most respectable and reliable references.

Each packet contains one bottle of the Radical Cure, one box Catarrhal Solvent, each and an Improved Inhaler, with treatise and directions, and is sold by all druggists for \$1.

Potter Drug & Chemical Corposation,

POTTER DRUG & CREMICAL CORPORATION, BOSTON.

Kidney Pains With their weary, dull, aching, lifeless, all-gone sensation relieved in
one minute by the Cuticura Anti-Pain
Plester. The first and only pain-subduing plaster. Absolutely unrivaled as an instantaneous and infallible antidote to pain, instantaneous and analysis. flammation and weakness. At all druggists, 25 cents: five for \$1: or, postage free, of POTTER-DEUG AND CHEMICAL COBPORATION, Boston, Mass.

machine would take the work of a dozen men and half a dozen teams the best part of Grand DENVER RANGE.



Sold by all stove dealers. Manufactured by GRAFF, HUGUS & CO., 632 and 634 Liberty street.

THOMSON'S IMPROVED

GLOVE-FITTING CORSETS

cossess the highest degree of merit. Fifteer grades and three lengths (snort, medium and extra long) to choose from. Constant improvements in shapes.

AND OUR

NEW SMOOTH FLAT

THE CHARLES A. VOGELER CO., Baltimore, Md. THIS IS AN AGE OF APOLLINARIS WATER Walter Besant

WHEN YOU ORDER

The well-known Yellow Labels of

filled with a spurious article. LOOK AT THE CORK, which, if genuine, is branded with the name of the Apollinaris Company, Limited, and the words "Apollinaris Brunnen" around an

HAVE MADE THOMSON'S.

LANGDON, BATCHELLER & CO., Successors to Thomson, Langdon & Co., New York, Sole Manufacturers.

FOR MEDICINAL USE

NO FUSEL OIL

come so popular as this Pure Matt Whiskey. its absolute merit is the cause of this popularity, which is increasing every day. Like all valuable discoveries it has been imitated, and care should be exercised to secure only the genuine and to take only Duffy's. Send for an illustrated book to

THE DUFFY MALT WHISKEY CO.,

I took Cold, I took Sick.

I take My Meals,

I take My Rest, AND I AM VIGOROUS ENOUGH TO TAKE ANYTHING I CAN LAY MY HANDS ON : getting fat too, FOR Scott's Emulsion of Pure Cod Liver Oil and Hypophosphites of Lime and Soda NOT ONLY CURED MY Incipient Consumption BUT BUILT ME UP, AND IS NOW PUTTING

FLESH ON MY BONES AT THE RATE OF A POUND A DAY. 1 TAKE IT JUST AS EASILY AS I DO MILK. SUCH TESTIMONY IS NOTHING NEW. SCOTT'S EMULSION IS DOING WONDERS DAILY. TAKE NO OTHER.

0028-2MWF8H The Disagreeable Winter Gone.

Now that the cold, drizzly rains are transformed to delightful spring, and the muddy roads to pleasant drives, it would be well to look about and prepare for the lurking disease often coming with the new vegetation, as to better enable us to follow our daily avocations we should be in good health and spirits. No wel regulated family is without a stimulant of some kind. Deception is probably more practiced by unscrupulous dealers in liquors than any other business. Max Klein, 82 Federal st., is a reliable party; to him we point with pleasure. No deception, no misrepresentation, no salling under false colors with him. His Silver Age Rye is positively pure and sold everywhere for \$1.50 ner quart only. His six-year-old Pennsylvania Ryes at \$1 each quart, or six quarts for \$5, are as represented. His wines, brandies and gins are as good and reasonable as any in the country, Send for complete catalogue and price list to MAX KLEIN, ab30-MWF \$2 Federal street, Allegheny, Pa. The Disagreeable Winter Gone.

Not Like Other Stores.

For one thing we manufacture the clothing. This superiority of quality and careful workmanship that we speak to you about every day is no guess-so. It's know-so

We would shut up our workrooms sooner than go through the motions of making dependable clothing with a doubtful, unreliable quality.

Then, we haven't the knack of either reaching up to the prices of merchant tailors, though we keep such qualities, or room to keep the cheap grades of cheap-price goods.

But, are you looking for either the highest prices or the commonest clothing? We have neither.

Yet, there isn't a man who buys clothing in this city that we can't serve better than if we did.

We keep none but reliable clothing: no prices but fair ones: giving for every dollar as much as it's possible for a dollar to get of such clothing: and more intent, by far, on gaining your confidence than your money. The money will

2,000 styles of goods for tomeasure work.

WANAMAKER & Brown,

Sixth street and Penn avenue.



KORNBLUM, Theoretical



NEW ADVERTISEMENTS.

GARPETS. THE PUBLIC WALL: PAPER.

BIG STOCK. NEW GOODS. LOW PRICES

In all new choice styles for spring. Also Portiers, Curtains, Linoleums, Window Shades, Etc. Come and see us. It will be to your interest. We show 50 styles of Linoleum in all qualities, and all grades of Carpets and Wall Paper.

Geo. W. Snaman,

136 FEDERAL STREET,

ALLEGHENY.

CAUTION Take no these unless W. L. Doughis' name and bottom. If the dealer cannot supply you, send direct to factory, enclosing advertised



W. L. DOUGLAS \$3 SHOE GENTLEMEN.

moor Waterproof. Examine his
85.00 GENUINE HAND-SEWED SHOE.
\$4.00 HAND-SEWED WELT SHOE.
\$3.50 POLICE AND FARMERS' SHOE.
\$2.50 EXTRA VALUE CALF SHOE.
\$2.50 EXTRA VALUE CALF SHOE.
\$2.00 and \$1.75 BOYS' SCHOOL SHOES.
\$1.00 AND SEWED SHOOL SHOES.
\$2.00 AND SHOES SHOES

FOR SALE BY H. J. & G. M. Lang, Forty-fifth and Butler sts.
J. N. Frohing, 389 Fifth are. D. Carter, 73
Fifth ave. E. C. Sperber, 1328 Carson st. In
Allegheny City, by Henry Rosser, 108 Federal
st., and E. G. Hollman, 72 Rebecca st.
jal4-66-MWF

RAILROADS. PITTSBURG AND WESTERN RAILWAY Trains (Cirl Stan dtime) Leave. Arrive.

During the past two years have read the many testimonials from patients who have been cured by the physicians of the Catarrh and Dyspepsia Institute at No. 323 Penn avenue. Please remember that these patients were not those who had some simple catarrh of the head—which, with a few local treatments and snuff medicines at the hands of the doctor seem to be cured—but were patients suffering from catarrh in its most aggravated, chronic form, and which, in some cases, had developed into consumption. Notwithstanding the fact that numerous traveling doctors and so-called specialists have located in Pittsburg, the patronage of this medical institution has steadily increased. The testimonials published, and which always contain the name as signed by the patient, together with the crowds of people who daily call on these specialists, prove their success in the treatment of catarrh. Also please remember that this is the only institution During the past two years have read the many please remember that this is the only institution in Pittsburg where only catarrb, dyspepsia and diseases of women are received for treatment preferring to treat these diseases successfully



rather than attempt to cure all diseases.

Another well-known resident of Sharpsbur has been a victim of catarrh and dyspepsi His steen a victim of catarra and dyspepsia.

His stemach gave him an endless amount of trouble. He had belching of gas from his stemach after eating, sour taste, and often felt like vomiting his food. His appetite was poor, and as his liver was much enlarged it gave him great pain. In fact, he would often be taken with such sharp cramps and pain across his stomach and bowels it seemed as if he could not live. He had palpitation of the heart dizziness, weakness and pain across the small of his back, and a numb, lifeless feeling in his limbs. He could get but little sleep, and as every change of weather gave him a cold, he took on a lingering cough. His breath became every change of weather gave him a cold, he stook on a lingering cough. His breath became short and he felt pain and soreness in his lungs and under his shoulder blades. Night sweats weakened him very fast, and he gradually grew worse until he lost 30 pounds of flesh. Having a wife and two small children whom he dearly loved, depending on him for a living, and having spent all his money in doctoring to no avail, not being able to work, he became discouraged and disheartened, and often became so melancholy that he would feel tempted to jump into the river and thus end his suffering. One day he noticed in the paper an account of a patient who had been cured by the catarrh specialists at 323 Penn avenue of conditions that seemed similar to his own. He resolved to call on these specialists. He did so, and was told he could yet be cured. Although he had but little faith, he resolved to try once more, and after taking a course of treatment became cured. He says: "The above history of my disease and cure is true in every respect. I had received treatment from 20 physicians, yet gradually grew worse, and for one year hefore beginning treatment with these physicians. I was scarcely able to do any work. I have now worked hard for the past two months, feel well and strong, and words do not express the joy I feel that my life has been spared and health restored. I hereby sign my name. FRED HAHN."

Please bear in mind that THESE SPECIAL. ISTS HAVE BUT ONE OFFICE, and which is PERMANENTLY LOCATED at 323 Penn avenue.

Office hours, 10 A. M. to 4 P. M., and 6 to 8 P. M.

Office hours, 10 A. M. to 4 P. M., and 6 to 8 P. M. Office hours, 10 A. M. to s.r. m.,
Sundays, 12 to 4 P. M.
Consultation free to all. Patients treated successfully at home by correspondence. Send two 2-cent stamps for question blank and address all letters to the Catarrh and Dyspepsia Institute, 323 Penn avenue, Pittsburg.

my5-MWFSSu

DOUGLAS & MACKIE.

GRAND ANNEXATION OPENING

ON THURSDAY, MAY 8, 7:30 A. M.

Having completed alterations necessary for annexation of next building, will inaugurate the Grand Opening on Thursday, May 8, with such a bountiful display of fashionable and seasonable goods at the most tempting prices ever recorded in the Drygoods history of the two cities. Every department remodeled and replenished.

Bargains for Everybody All Over Our Immense Stores!

Several hundreds of pieces Plain, Striped and Checked Dress Goods that in usual way fetch from 35c to 46c, all marked to sell at 25c a yard.

An exceeding pretty collection of Silk Luster Brilliantines at 37½c a yard; usual price, 50c. 100 pieces 46-inch all-woof French Serges—all colors—50c a yard; worth 75c. Extra rich colored Silk Warp Henriettas that cost \$1 to land, and were meant to retail at \$1 25-we've closed the lot to sell to you at 75c a yard.

A superb range 48-inch French Brilliantines—all shades—we'll put out at 75c a yard; and they're well worth \$1.

Beautiful line of \$10 French Robes secured to sell at \$6 36 each. 100 rich Lace Capes, silk lined, at \$4 50 each; they're the regular \$6 goods, 100 Ladies' Jackets—tans and all colors—only \$3 75 each; worth \$5.

And you should examine our line of Ladies' Suits from \$8 to \$37 50.

DOUGLAS & MACKIE

151, 153 and 155 FEDERAL ST., ALLEGHENY.

KEECH'S,

FURNITURE! FURNITURE! FURNITURE! FURNITURE!

FURNITURE!

CASH CREDIT HOUSE.

CARPETS! CASH CARPETS! CARPETS! CREDIT CARPETS! HOUSE CARPETS!

KEECH'S,

923-925 PENN AVE.

KAUFMANNS' DAILY CARD OF REASON.



for Decoration Day had better leave

their measure now. Now, although our cutters and tailors are very busy, we are still able to execute every order promptly and carefully; after awhile, however, when our Custom Department will be fairly jammed with work, we might not, despite our largely increased force of workmen, be able to give the care, attention and promptness so characteristic of our way of doing business. Besides, by leaving your measure now,

you will yet have the advantage of making your selection from an unbroken

DOMESTIC AND IMPORTED

Suitings & Trouserings.

Indeed, the assortment of fine woolens shown by us is a veritable exposition of the products of the most celebrated

looms of England, Scotland France, Germany and America. He who thinks that any merchant tailor in this city shows a grander or finer variety of high excellence piece goods than we do is the most mistaken man in all

Pittsburg. True, we don't ask the exorbitantly high prices for which other first-class tailors are noted, but this, you will admit, does

not debar us from making first-class garments. The secret that enables us to undersell the other fellows is to be found in our far larger and strictly cash transactions. "Beats" who don't pay their tailor bills receive no encouragement from us. Thus, no bad debts creep into our books, and we need not resort to the unbusinesslike procedure of advertising judgments for unpaid tailor bills.

And (this is the worst of it) these losses will have to be made up-by whom? Why, by you, of course. How? By making you pay extortionate profits.

This, together with narrow-gauge business facilities, compels the exclusive tailors to ask from 25 to 50 per cent above our

Now then, if you want a fine Spring Suit or a pair of Trousers, walk right into our Custom Tailoring Department this week, and let Mr. Williams, our head cutter, take your measure.

KAUFMANNS

Fifth Avenue and Smithfield Street.

FREE TICKETS FOR LORD FAUNTLEROY,

Entitling the holder to a \$1 reserved parquet seat, at any performance given at the Grand Opera House this week, will be presented with every Boy's Suit costing not less than \$5. With lower price Suits we give our Castonet Wheels or Balls and Bats.

From Pittsburg Union Station. ennsylvania Lines.

SOUTHWEST SYSTEM—PANHANDLE ROUTE.
Leave for Cincinnati and St. Louis, d 1:15 a. m.,
d 7:30 a. m., d 9:00 and d 1:15 p. m. Dennison, 2:45
p. m. Chicago, d 1:15 a. m. and 12:05 p. m.
Wheeling, 7:30 a. m., 12:05, 6:10 p. m. Steubenville, 5:55 a. m. Washington, 5:55, 8:35 a. m., 1:55,
1:30, 4:45 p. m. Bulger, 10:10 a. m. Burgettstown, S 11:35 a. m., 5:25 p. m. Mansfield, 7:15,
p:30, 11:06 a. m., 1:05, 6:20, d 8:30, 9:50 p. m. MaDonalds, d 4:15, d 12:45 p. m.
TRAINS ARMIYE from the West, d 2:10, d 6:00 a.
m., 3:05, d 5:55 p. m. Dennison, 9:30 a. m. Steubenville, 5:05 p. m. Wheeling, 2:10, 8:55 a. m.,
2:05, 6:25 p. m. Margettstown, 7:15 a. m., S 9:05
a. m. Washington, 6:55, 7:50, 8:50, 10:25 a. m.,
2:25, 6:25 p. m. Mansfield, 5:35, 8:30, 11:40 a. m.,
12:45, 3:55, 9:40 and 8:6:20 p. m. Bulger, 1:40 p. m.
McDonalds, d 6:35 a. m., d 9:00 p. m.

12.53, 5.54, 9.42 and S 6.22 p. m. Bulger, 1:50 p. m. McDonalds, 6:53 a. m., d 9:50 p. m.

**NORTHWEST SYSTEM—FT. WAYNE ROUTE.—Leave for Chicago, d 7:25 a. m., d 12:20, d 1:00, d 1:54, except Saturday 11:20 p. m.; Toledo, 7:25 a. m., d 12:20, d 1:00, and except Saturday 11:20 p. m.; Toledo, 7:25 a. m., d 12:20, d 1:00, and except Saturday 11:20 p. m.; Creatine, 8:45 a. m., cleveland, 6:10 am; 12:30, d 11:05 p. m., and 7:25 a. m., via F., Ft. W. & C. Ry; New Castle and Youngstown, 7:55 a. m., 12:20 p. m.; Meadville, Eric and Ashitabula, 7:50 a. m., 12:20 p. m.; Meadville, Eric and Ashitabula, 7:50 a. m., 12:20 p. m.; Meadville, Eric and Ashitabula, 7:50 a. m., 12:20 p. m.; Meadville, Eric and Ashitabula, 7:50 a. m., 12:20 p. m.; Meadville, Eric and Ashitabula, 7:50 a. m., 12:20 p. m.; Meadville, Eric and Ashitabula, 7:50 a. m., 12:20 p. m.; Meadville, Eric and Ashitabula, 7:50 a. m., 12:20 p. m.; Meadville, Eric and Ashitabula, 7:50 a. m., 12:20 p. m.; Meaver Falls, 8:30 a. m., 12:40 a. m., 12:40 a. m.; 12:40 a. m.

PITTSBURG AND LAKE KRIE RAILROAD COMPANY. Schedule in effect March 23, 1890. Central time. Depart—For Cleveland, 5:00, *8:00 a. m., *1:35, 4:20, *9:30 p. m. For Cincinnal, Chicago and St. Louis, 5:09 a. m., *1:35, *1:30 p. m. For Buffaio, 8:00 a. m., 4:20, *9:30 p. m. For Salamanca, *8:00 a. m., 4:20, p. m. For Youngstown and New Castle, 5:00, *5:00, 10:15 a. m., *1:25, *4:20, *9:30 p. m. For Beaver Falls, 5:00, 7:30, *8:00, 10:15 a. m., *1:35, *4:20, *9:30 p. m. For Beaver Falls, 5:00, 7:30, *8:00, 10:15 a. m., *1:35, *1:20, 5:20, *1:20, 5:20, *1:2 5:20 p. m.

a. m., \$1:20 p. m.

P., C. & Y. trains from Mansfield, 6:17, 7:12, P., C. & Y. trains from Mansfield, 6:17, 7:12, P., C. & Y. trains from Mansfield, 6:17, 7:12, P. McK. & Y. B. R.—DEPART—For New Haven, 15:30 a. m., 73:05 p. m. For West Newton, 15:30, 13:30 a. m., 73:0, 5:20 p. m.

ARRIVE—From New Haven, 73:50 a. m., 74:13 5:15, p. m. From West Newton, 6:15, 73:50 a. m., 16:23, 74:13, 5:15 p. m.

For McKeesport, Elizabeth, Monongahela City and Helle Vernon, 6:35, 72:30, 11:20 a. n., 73:50, 3:50 p. m. y. |Sundays only. |Will run two hours

A LLEGHENY VALLEY RAILEOAD—
Trains leave Union Station (Eastern Standard Ume): Kittanning Ac., 6:55 a.m.; Nisgara Ex., dally, 5:6 a.m., Hulton Ac., 10:19 a.m.; Valley Camp Ac., 12:36 p. m.; Oil City and DelSois Express, 2:00 p. m.; Hulten Ac., 5:00 p. m.; Kittanning Ac., 4:00 p. m.; Braeburn Ex., 5:00 p. m.; Kittanning Ac., 4:00 p. m.; Braeburn Ex., 6:00 p. m.; Kittanning Ac., 4:00 p. m.; Braeburn Ac., 4:00 p. m.; Braeburn Ac., 1:00 p. m.; Hulton Ac., 5:60 p. m.; Braeburn Ac., 1:00 p. m.; Buffall Ex., dally, 5:00 p. m.; Hulton Ac., 5:60 p. m.; Braeburn Ac., 1:30 p. m. and 5:50 p. m. Pullman Sleepung Cars between pittsburg and Buffalo, Jak. P. ANDERSON.

G. T. Asin; DAVID MOCARGO, Gen. Sup., 6:30 p. m.

late on Sunday, City Ticket Office, 639 Smithfield Street,

RAILROADS. PENNSYLVANIA RAILROAD - ON AND after November 10, 1889, trains leave Union Station, Pittsburg, as follows. Eastern Standard Station, Pittsburg, as follows. Eastern Statuard Time:

New York and Chicago Limited of Pullman Vestibule daily at 7:15 a. m.

Atlantic Express daily for the East, 5:20 a. m.

Mail train, daily, except Sunday, 5:30 a. m. Sunday, mail, 5:40 a. m.

Day express daily at 5:00 a. m.

Mail express daily at 5:00 a. m.

Philadelphia express daily at 4:30 p. m.

Past Line daily at 5:10 p. m.

Fast Line daily at 5:10 p. m.

Greenaburg express 5:10 p. m. week days.

Derry express 1:10 a. m. week days.

All through trains connect at Jersey City with boats of "Brooklyn Annex" for Brooklyn, N. Y., avoiding double ferriage and journey through N. Y. City.

Trains arrive at Union Station as follows:

T. City.

Trains arrive at Union Station as follows:
St. Louis, Chicago and Cincinnati Express,

St. Louis, Chicago and Cincinnati Express,
daily. 2:00 a m
Mail Train, daily. 5:10 p. m.
Western Express, daily. 7:45 a. m.
Pacific Express, daily. 12:45 p. m.
Chicago Limited Express, daily. 9:20 p. m.
Fast Line, daily. 11:55 p. m.
SOUTHWEST PENN RAILWAY.
FOR Uniontown, 5:20 and 8:35 a. m. and 4:25 p.
m., without change of cars; 12:10 p. m., connecting at Greenshorg. Trains arrive from Uniontown at 9:45 a. m., 12:20, 5:35 and 5:10 p. m.
WEST PENNSYLVANIA DIVISION.
From FEDERAL ST. STATION, Allegheny City.
Mail train, connecting for Mairaville. 5:35 a. m.
Express, for Bhairaville. connecting for Mairaville. 5:35 a. m.
Express, for Bhairaville. connecting for Mairaville. 5:25 a. m.
Butler Accom. 5:20 a. m., 1:25 and 5:45 p. m.
Butler Accom. 5:20 a. m., 1:25 and 5:45 p. m. Mail train, connecting for Hairsville. 6:45 a. m. Express, for Blairsville. connecting for 5:15 p. m. Springdale Accomp. 6:20 a. m. 1:25 and 5:45 p. m. Springdale Accomp. 00, 11:50 a. m. 3:20 and 6:20 p. m. Freeport Accom. 4:15, 5:20 and 6:45 p. m. On Sunday. 11:50 a. m. 10:50 p. m. On Sunday. 11:50 a. m. 10:50 p. m. Allegheny Juction Accommodation. 8:20 a. m. Hairsville Accommodation. 11:50 p. m. Trains arrive at FEDERAL STREETSTATIO N: Express, contacting from Butler . 10:55 a. m. Hail Train. 11:55 p. m. Butler Accom. 9:10 a. m. 4:40 and 7:25 p. m. Freeport Accom. 9:10 a. m. 4:50 and 11:10 p. m. On Sunday. 10:10 a. m. and 7:50 p. m. Springdale Accom. 6:27, 11:45 a. m. 3:46, 6:45 p. m. North Apollo Accom. 8:28 a. m. and 7:50 p. m. MONONGAHELA DIVISION.

Trains leave Union station. Fittsburg. as follows:

Trains leave Union station. Prisourg, as 101lows:
For Monongahela City, West Brownsville and
Uniontown, 10:30 a.m. For Monongahela City and
West Brownsville, 7:35 and 10:30 a.m. and 4:40 p.
m. On Sunday 1:50 p. m. For Monongahela City,
5:40 p. m., week days,
Dravoshurg Ac. week days, 3:30 p. m.
West Klizabeth Accommodation, 8:30 a.m., 2:35,
5:30 and 11:35 p. m. Sunday, 9:30 p. m.
Ticket offices—Corner Fourth avenue and Try
street and Union station.
CHAN, E. PUGH,
General Manager.
Gen'l Pass'r Agent.

BALTIMORE AND OHIO RAILHOAD. Schedule in sifect November 10, 1889:



For Cincinnatiand St. Louis, 7488 a. m., 7239 p. m.

For Columbus, 7265 a. m., 7239 p. m.

For Newark, 7265, 1926 a. m., 7239 p. m.

For Chicage, 7265 and 7230 p. m.

For Chicage, 7265 and 7230 p. m.

For Chicage, 7265 and 7230 p. m.

Trains arrive from New York, Philadelphia, Baltimore and Washington, *523 a. m., *358 p. m.

From Columbus, Cincinnati and Chicage, *525 a. m., \$250, p. m.

From Wheeling, *525, *1050 a. m., \$250, p. m.

Through sleeping cars to Baltimore, Washington, Cincinnatiand Chicage, *1050 a. m., \$250, p. m.

Through sleeping cars to Baltimore, Washington, Cincinnatiand Chicage, *1050 a. m., \$250, p. m.

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Throu

J. T. O'DELL. CHAS. O. SCULL, General Manager. Gen. Pass. Agent.

A BOAD MACHINE. expenditure. Yet how are you going to sandstone. Why can't these boulders be make any permanent improvement? We broken up, run through stone crushers, and

have limestone in Clearfield county, but it

quarry limestone enough for all Pennsylva-nia, and distribute at over counties where there is no limestone deposits, I cannot ex-press an opinion, never having studied the question. It is only fair, though, to re-member that this winter has been worse on the roads than any within the recollection of the oldest inhabitants of Clearfield coun-

FARMERS ALL ISOLATED. muddy that, not desiring to double-team our wagons, and risk the wear and tear on horses and running gear, many of us farmers had

to stay at home most all winter and spring.
It is not that way every winter and spring, however, though, of course, cold weather and thawing seasons always render the roads inconvenient for travel. Yes, the limestone we have in Clearfield is very valuable for other purposes. We farmers dig it out, burn it, and scatter the lime over our land as fertilizer. I have had no experience with it as a road-making material."
"Well, I have had," remarked David "Well, I have had," remarked David Johnson, another farmer standing in the group. "A short time ago I was visiting triends in the Shenandoah Valley of West Virgania. I had to do a great deal of driving on the Winchester pike—the same on which Sheridan made his celebrated ride. It is a magnificent thoroughfare, and it was made of limestone. Limestone and scientific construction has made it durable, absolutely the same of the weather, and smooth as a

impervious to the weather, and smooth as a NARROW AND WIDE TIRES. "Yet they care for such a highway in a systematic manner as well. For a wagon with the parrow tire with which yours is fitted, at least 50 cents toll is charged. [The tires of THE DISPATCH wagon are 13/ inches wide, the width of the average wagon tires in Western Pennsylvania.] But for tires 3½ inches wide only 15 cents toll is charged, and you can drive as far as you want for that amount. In this way wide

West Virginia many years ago, and all roads there have been benefited by them. They do not cut up the road, and distributing the weight of a load more evenly, act as a sort of a ground-roller, making the sur-face smoother if anything."

This opened up a discussion on the ad-vantages of wide tires for wagon wheels.

Both Messrs. Goodlander and Johnson be-lieved that the adoption of a general law in Pennsylvania, laying a heavy license tax on narrow tires, would certainly make the country roads better in a few years. They thought it would also result in a more equitable division of the cost of road repairs, for the reason that

wagon tires came into vogue in that part of

THOUSANDS OF CITY WAGONS which go out into the country on short trips

used to macadamize roads? The State is too costly to quarry for macadamizing purposes. We must 'strip' it six or eight feet, that is to say, it lies that deep under the ground.

"I am certain it would never pay any township in Clearfield county to undertake such quarrying on their own financial resources. As to whether the State could undertake by an annual appropriation to quarry limestone enough for all Pennsylvaout going to the expense of transporting limestone from different quarters." Jacob Long, near Troutville, told me that the use of road machines, he believed, would lower road taxes from 2 to 3 mills every

WORK DONE BY A MACHINE. He has had experience with them in Erie county, and he has known it to be possible to repair and rebuild one mile and a halt of "The roads were actually so cut up and so undy that, not desiring to double-team our plow has made the road ready to begin on. To do the same mile and a half without a

> a week.
> As THE DISPATCH wagon rolled over 2:TYCOB2 OIL CURES PERMANENTLY BRUISES and WOUNDS.

Fell From a Telegraph Pole.

I was badly bruised and strained by a fall from telegraph pole; couldn't turn in bed. Doctors did no good. Tried St. Jacobs Oil; it cured me.

W. H. SCANNELL. The Kicker Outwitted.

Merced, Cal., Sept. 29, 1888.

I was kicked by a mule on right knee and could not walk for three days; suffered two weeks, but St. Jacobs Oil cured me completely.

L. LANGDON.

AT DRUGGISTS AND DEALERS.

APOLLINARIS BEWARE OF IMITATIONS

the Apollinaris Company, Limited, are protected by Perpetual Injunctions of the Supreme Court. Beware of bottles bearing the genuine Apollinaris labels but re-





