### HIGH STREET TRACKS

Are All Right, According to the Supreme Tribunal of the State.

THE FORMER DECREE REVERSED.

A Decision Very Important to Extensive Pittsburg Interests.

BUSINESS OF THE COUNTY COURTS

A very important matter to Pittsburg interests was decided by the Supreme Court at Philadelphia yesterday. Mr. Rafferty and certain other owners of property on High street obtained an injunction in the court below, restraining the traction company from occupying High street with its tracks on the ground that the Center Avenue Passenger Railway Company, of which the Central Traction Company was the successor, had no rights or franchises on said street, and therefore the Central Traction Company had no rights thereon.

The decree of the Court below is reversed and the bill of the plaintiffs and all the proceedings thereunder are dismissed and set aside, but all of the costs of the case shall be paid by the defendant. The opinion was written by Justice Green. The opinion reads:

The opinion reads:

We dismiss the first and second assignments of error because we think that the cause of complaint is one that is precisely the same as to each. The complaint of all is against the same defendant, for the doing of acts which affected all alike and in the same manner. The defense set up is common to all the plaintiffs. It is not necessary to cite authorities to show that all these matters concur or bill filled by several such plaintiffs against a common defendant is not multifarious on the writes of the case. It is not contested that all the powers which the passenger railway company possessed were conferred upon the traction company by the agreement between the two companies made December 27, 1888.

Full Rights and Powers.

Full Rights and Powers.

It must also be conceded that the traction company had full power under the act of 1887 "to lease the property and franchises of passenger railway companies which they may desire to operate and to operate said railways and also to enter upon any street

may desire to operate and to operate said milways and also to enter upon any street upon which a passenger railway now is or may hereafter be constructed, with the consent of said railway passenger company, and make, construct, maintain and operate thereon such motors, cables, electrical or other appliances and the necessary and convenient apparatus and mechanical fixtures as will provide for the traction of the cars of such passenger railway and to enter into contracts with passenger railway companies to construct and operate motors, cables or other appliances necessary for the traction of their cars, under the ample powers and rights conferred by the act of 1887. It cannot be doubted that the defendant company had full power and authority to enter into the contract in question with the Central Passenger Railway Company.

The authority of the traction company, however, to do the acts complained of in this case is denied on two grounds. One is that the power of the traction company is limited by the act of 1887 to laying tracks upon streets where tracks had already been laid, and, therefore, no entry for that purpose could be made upon any street in which the tracks of the railway company had never been laid. It is replied to this objection that the railway company had never been laid. It is replied to this objection that the railway company had the undoubted right to lay tracks on High street under their charter and the city ordinances giving consent. The master so found, and there is no question that the finding on that subject is correct. The first section of the charter authorized the construction of a railway along certain streets named and with such branch or branches as the said company may at any time adopt. At a meeting of the directors of the railway company, held December 21, 1888, a resolution was passed adopting certain branches to the main line, among which was one through High street in both directions. By an ordinance of the City Council, passed February 6, 1801, authority was given to the railw

Intent of the Ordinance. By another ordinance of the same date the

Central Traction company was authorized to enter with the consent of the Central Passenger Railway Company upon any street upon which their railway now is, or may hereafter be constructed for the purpose of constructing, manufacturing and operating in and upon any or all of said streets and avenues, such motors, cables, electrical or other appliances, and such necessary and other appliances, and such necessary and convenient apparatus and mechanical fixtures as will provide for the traction of cars. We know of no reason to question the legal efficacy of any of these proceedings. The adoption of a branch through High street was made by the Board of Directors of the railway company at a meeting regularly held. The ordinances of the City Councils were duly enacted by the proper authorities. Everything done was in strict conformity with all legal requirements, and in our opinion sufficed to clothe with the authority of the law all the acts of the several parties done in conformity with those requirements.

On December 27, 1888, contract was entered into between the two companies by which the railway company agreed that the traction company might enter upon any and all highways on which the tracks of the railway company now or hereafter may be constructed and may there construct, maintain and operate during the term of this contract such motors, cables, electrical or other appliance and such package and such package and any proper and appliance and such package and any package and such pa

such motors, cables, electrical or other ap-pliances and such necessary and convenient apparatus and mechanical fixtures as will provide for the traction of cars on the track apparatus and mechanical fixtures as will provide for the traction of cars on the track of said passenger railway company. The contract was to continue during the term of 9 years, and contained other provisions as to details, and required the traction company to pay an annual rent of \$26,230 in consideration for the rights and privileges granted by the contract. If this contract was within the power of the contracting parties to make we cannot perceive the slightest reason for questioning the good faith or the right of either of the parties to consent to its terms and become bound by them. It is not a matter of the smallest possible consequence whether either or both of the parties found it to their pecuniary advantage to enter into and to execute this envantage to enter into and to execute this en-

#### NOT A SHADOW OF A CASE,

According to a Report of Ex-Judge Fetter

man, Who Acted as Master. C. S. Fetterman, Esq., yesterday filed his report as master in the case of C. Mardorf against the Acme Tanning Company, E. Wertheimer, President; J. G. Brant, S. J. Mack, W. L. Kahn and S. Floersheim, directors, and Guckenbeimer & Bros., stockholders. Mardorf was a stockholder in the tanning company and brought the suit to prevent the sale of patents by the company, to stay executions issued against it and have a receiver appointed. He alleged that the proposed sale was made to have Gucken-heimer & Bros. enabled to purchase the company's assets at a low figure; also that judgments given them, on which executions were issued, were not for actual value re-

ceived and were given to force a sale.

The defendants denied the charges, claiming all that had been done or intended was for the best interests of the stockholders and that the judgments given were for actual cash advanced to support the com-

pany in its business.

The master, in his report, after reviewing the case, states that there was no evidence produced in favor of the plaintiff's charge except his own vague and indefinite testi mony, and there was not a shadow of a case against the defendants. He therefore rec-ommended the dismissal of the suit at the cost of the plantiff.

Work of the Criminal Court. During the two weeks, closing Saturday, the Criminal Court has been in session this term District Attorney Burleigh disposed of 164 cases, leaving only 11 prisoners to be tried in jail, and but 80 cases behind the grand jury. When the Criminal Court reconvenes the first case to be tried will be the Cloonen murder case. It will be followed by all the rest of the murder and other cases on the Oyer and Terminer decket.

To-Day's Trini Lists.

Common Pleas No 1 .- Yalzo vs B. & O. R. R. Co.; Ramsey vs Kimberland; Lucot vs Rodgers; Moon vs Barnes, receiver; Jones

vs Peonle's Mutual Accident Insurance Association: Goldstein vs Mozersky; Davis vs Carroll-Porter Boiler and Tank Company; McKeesport Agency Company vs. Steel.

Common Pleas No. 2—Crammer vs Biackmore: Herman vs Pferdehart; Ferree vs Scheaffer et al; Ezle Vaught & Co. vs Wunderlich et al; Pittsburg Supply Company, limited, vs Schutz.

Common Pleas No. 2—Broderick vs Oliver & Roberts Wire Company; Wilson vs Duquesne Traction Company; McAfea vs McMasters; Smith vs McCandlesset al; Kunzler vs Riter & Conley: Griffith vs Mariana; Knochreiner vs Pittsburg; Brown vs Hunter; Friel vs Luther; Eberle vs McConnell.

nell.	
To-D	ay's Audit List.
Estate of	Accountant.
Edward Downin	gJohn Kissick.
Andreas Gunner	sonJohn A. Anderson.
John H. Campbe	Il Thos. S. Anderson.
N. McDonald	Jacob H. Miller.
John Hugo	V. Pleuffer.
John Lindenfels	er A. Lindenfelser.
Charles L. Holms	sJ. D. Zimmerman.
Andrew Griffin.	R. L. Walker.
A. Steinmeyer	William Steinmeye
William S. Bisse	IlJohn Bissell et al.
Julia McCarty	John Whitney.
John Vaughtan.	J. C. Hezlep.
Henry Lapp	W. H. Marshall.
Henry Kemphan	sAbraham Israel.
none, acompute	and a second
Relat	s of the Courts.

A VERDICT of \$218 for the plaintiff was given in the case of Terrence Daly against Joseph Carson, an action on a lease. A VERDICT of \$89 50 for the plaintiffs was

given in the case of Whitney & King against R. E. Barnett, an action on a contract. THE suit of Charles Ayres against Catharine and Samuel Douglass, an action on a con tract, is on trial before Judge McClung. A VERDICT of \$66 32 for the plaintiff was given in the case of W. S. White against John H. Elliott, an action on a mechanic's

In the case of Joseph Goldberg against J. B. Rafferty, for damages for alleged false arrest, a verdict was given for 6% cents for the plaintiff.

The Dixon Woods Company yesterday filed a mechanic's lien against the Phillips Glass Company for \$11,941 65 for work done and material furnished.

THE suit of Anton Stadfast against the Adams Express Company to recover for injuries caused by a wagon running into him, is on trial before Judge Ewing.

A ventier of \$221 40 for the plaintiff was given in the case of J. M. Simpson against Valentine Lang, an action to recover a commission on the sale of real estate. In the suit of the Duquesne National Bank against Martha C. Williams, executrix of L. H. Williams, an action on notes, a verdict was given yesterday for \$7,245 92 for the plaintiff.

A VERDICT of 6% cents for the plaintiff was given in the case of Anna Oberle against Joseph Gross. The suit was for damages for injuries, a dog owned by the defendant hav-ing bitten the plaintiff.

THE Jury is out in the case of Frank Spisak against the Baltimore and Ohio Railroad Company for damages for the loss of an arm. Spisak was coupling cars at Linden when his arm was caught between the bumpers and

THE suit of Lizzle Yatzka against the B. & O. R. R. Co. for damages' for the death of her husband, is on trial before Judge Stowe. Yatzka was at work making repairs under a car when another car was backed against the one he was working under and he was

THE will of the late Patrick Carroll, of Braddock, was filed yesterday for probate He bequeaths \$600 to St. Thomas' Catholic He bequeaths \$500 to St. Thomas' Catholic Church, Braddock; \$100 to St. Paul's Cathe-dral, Pittsburg; \$500 to the Roman Catholic Church in Dundalk, South Ireland; \$250 to the Mercy Hospital, and \$100 to the Pittsburg Catholic Orphans' Asylum.

In the case of V. K. McElhaney and others against the McKeesport and Duquesne Bridge Company to recover for land appropriated, a verdict was given yesterday for \$900 for the plaintiff. The suits of J. C. Hopkins and Michael Hopkins against the same company, similar cases, are on trial before Judge Magee.

WILLIAM McGraw yesterday entered two suits for damages against the B. & O, R. R. suits for damages against the B. & O. E. K. Company. In July, 1891, he states his son, Thomas McGraw, was driving a two-horse team and wagon across the tracks at Tecumseh street, when he was struck by a train and killed. The horses were also killed and the wagon wrecked. McGraw sues for \$5,000 damages for his son's death and \$500 for the horses and wagon.

#### MILLER IS CONFIDENT

That He Will Be Confirmed When the Case is Reached in the Senate-His Plans for the Conduct of His Office.

Word was received in Pittsburg yesterday that George W. Miller's appointment as Internal Revenue Collector for the Pittsburg district would be confirmed whenever it is reported from the committee to which it was referred when sent to the Senate. The delay in the confirmation has been occasioned by the illness of the chairman of the committee to which it was originally referred and not on account of the absence from the Senate of the Pennsylvania Sena-

Mr. Miller and his friends were very much gratified yesterday at the information received from Washington. "As I under-stand it," Mr. Miller said last night, "the collector whom I have been appointed to succeed was removed on account of his dis-position to run his office for the political benefit of one man. If I succeed to the important office, I have determined to run the office on strictly business principles. The employes will not be coerced or expected to take sides in politics until the party has made its candidate, and then, and not until

then, will they be expected to exercise their efforts in a political way.

"I have information that my appointment will be confirmed, but I would not take the place to morrow if I should be required to use my office for the political advancement of use my office for the political advancement of any one man in the Republican party. I have no doubt the qualifications of the candidates were carefully canvassed before the appointment was made, and if I am allowed to assume the duties of the office, I certainly will devote my energies and efforts to the service of the general Government. I have not promised a place in the office to anyone. I will make only the changes necessary, and I will expect and require that everybody in the office shall stand or fall on their merits." fall on their merits."

#### SIX DEAD AND TWO DYING

Frightful Results of a Sawmill Boiler Explosion in Michigan.

EAST JORDAN, MICH., March 21.-The boiler of the East Jordan Lumber Company's Mill No. 2 blew up at 7:30 o'clock this morning, instantly killing the following persons: William Beach, aged 18; Simon Carney, 26; Peter Sheldon, 22; John Brown, 20; Bert Cook, 30, and Emanuel Hunt, 40. Those dangerously injured are: Sanderson Reinhart, badly injured about legs; John Ringle, seriously injured about the head, who will die; Anozi Christy, very seriously hurt; his recovery very doubtful. James Smith was very seriously and a score of others badly injured.

The mill, valued at \$10,000, is a total this morning, instantly killing the follow-

The mill, valued at \$10,000, is a total wreck. The cause of the explosion is un-

SAVED from consumption by Dr. Bull's Cough Syrup, the people's remedy.

To-Morrow at 9 A. M.

To-morrow at 9 A. M. is the opening of the grand fire insurance sale of fine cloth-ing, etc., at No. 49 Sixth street, between Liberty and Penn avenue, first door south Liberty and Penn avenue, first door south of Hotel Anderson. Everything will be sold at refail, and as the sale will only continue for ten days, everything will go very rapidly. Fine men's suits, \$2 75, worth \$12 50, or your money refunded; fine, elegant spring overcoats, in numerous shades, \$4 89, worth \$15 50; fine pants, in plain and stripes, 98c, worth \$5; boys' suits, \$1 08, worth \$4 50; boys' knee pants, 17c, worth \$1. Hats, underwear, suspenders and over 10,000 different articles we cannot mention here, all to be sold at No. 49 Sixth street, between Liberty and Penn avenue. If you tween Liberty and Penn avenue. If you value money do not miss it. Everything sold as advertised. It will pay you to come 100 miles. Remember, the sale will positively commence to-morrow at 9 A. Mat No. 49 Sixth street, between Liberty and Penn avenue.

## ONE MORE BIG GUSHER.

Fifty-Barrel-an-Hour Well on the Mc-Murray Farm, Near Oakdale.

Gordon Fander Struck on the Wallace, East of Developments.

WOODLAND OIL CO. THE GAINER.

INDEPENDENCE AND WEST VIRGINIA That big wells are not yet a thing of the ast was demonstrated yesterday when the Woodland Oil Company drilled in a well on the McMurray farm, back of Oakdale,

that started off at over 50 barrels an hour. In the first 60 minutes it put 11 inches into the bottom of a 600-barrel tank. This is one of the biggest wells ever struck on the Mc-Murray farm. They are only in the top of the sand, and expect an increase when it is drilled deeper. The People's Gas Company has a well in the top of the sand on the same farm. It

was not in deep enough to strike the pay

and the owners were still confident that it would be a well. A well which created a good deal of com-ment yesterday was the People's Gas Com-pany's No. 130, on the Wallace farm, south of Laurel Hill. It is the farthest well up of Laurer Hill. It is the increase well up the hollow from the station at Laurel Hill and is consequently farther east than any well at that point and there is scarcely a well in the field which has a more important bearing on the territory as it will doubtless cause the drilling of a number of fresh wells in the undersloved territory to the east

in the undeveloped territory to the east. Drilling to the Eastward. There are already a number of wells drill-ing in this region, but they are scattered, and any one of them might be almost dry and still be within a few feet of a rich

The Forest Oil Company is putting in the last casing at its test well on the Stirling farm, located a mile southeast of Willow

Friday, Keil & Co. have the rig up for their No. 1 on the Mrs. Robb farm, south-east of Willow Grove, and they are building the rig for No. 2.

Unknown parties are building a number of other rigs in the same locality.

Three wells near Nobiestown are near the Gordon sand.

The Jolly Oil Company expected to reach the Gordon last night in its well on the bridge lot, just across the railroad from the Greenlee & Forst were also expecting the

Gordon at every bit in their No. 2 on the No. 1 Marshall lease. This is the well in which they found oil in the 100-toot sand.

Kennedy, Marshall & Co.'s well, on the James Roy lot, is within a few feet of the Gordon, and should be drilled into the pay within the next two or three days.

Greenlee & Forst have six wells drilling

in the vicinity of Noblestown. Their No. 1, on the McGrady lot, is down 1,700 feet; No. 2, on the No. 2 Marshall lease, is down 1,800 feet; No. 1, on the National Coal Company's property, is in the 100-foot sand, and No. 1 McMurray is down 1,700. Wells to the Southwest.

The same parties' No. 3, on the Gladden farm, southwest of McDonald, is down about 860 feet. Their No. 4, on the Wade farm, also southwest of McDonald, is 1,200 feet deep. They are rigging up at No. 5, and building a rig for No. 6.

In the McCurdy end of the field Patterson & Jones expect to bring in a couple of wells this week. They are their No. 8 Kelso and No. 5 on the Shaffer farm.

Willison. Fried & Co., are down 1,200

Willison, Fried & Co., are down 1,200 feet in their No. 2 on the Henry Shafter farm, located between the McGarr and the Wright farm wells. They are in the salt sand at their No. 2 on this farm.

The Forest Oil Company's No. 4 on the Jane McGill farm is in the sand and show-

ing only for a 100 barrel well. Their No. 3 on this farm was in the fifth sand yesterday, but not far enough to determine the

capacity of the well.

The Devonian Oil Co.'s No. 4 on the Boyce farm, in southwest McCurdy, was re ported yesterday to be showing for from 300 to 400 barrels a day. The same company is starting a rig on the Cubbage farm almost three miles southeast of McDonald. Their No. 2 on the real estate property in south McCurdy will be in the 100-foot within a day or two, and their No. 6 Elliot is drilling

at 1,500 feet. They have just finished a rig on the McDonald Bros farm.

The Grover Cleveland Oil Company's well on the Kelly farm, two miles south of McDonald, was reported dry in the fifth yesterday, but the rumor could not be con-The Forest Oil Company's No. 4 Jane

McGill struck a pay in the sand at 13 feet last night, and is making 20 barrels an

Work in West Virginia.

ARCHER'S FORKS—The production of this field is only about 200 barrels a day from nearly a dozen wells. There is only one redeeming feature about them, and that is they are all stayers. No well in the history of the field has started off big and then declined. In this respect they take after their neighbors at Sisterville, which usually start off small and increase.

start off small and increase.

Barnsdall & Co. are starting a well on the Cummings farm. Mandeville & Co. are also starting a well on the Davis, and Bly & Co. with better prices there is little doubt but this field would be rapidly developed. As it is at present it costs \$5,000 to drill a well and the operator takes all the chances

of a wildcatter.

Bettman & Watson have purchased the property of the Two Brothers Oil Company on the island, and also the property of the Brown Oil Company in West Virginia. MARS—The Devonian Oil Company's well, on the Dr. Irwin farm, south of this place, is being drilled down to the lower sands. It struck a little oil in the 30-foot,

INDEPENDENCE—Drilling has been resumed at Mellon, Wilson & Co.'s well, on the Boles farm, which was shut down for nearly six weeks. The tools are covered under nearly 100 feet of cave. New casing is to be put into the well.

Carr Bros. have not been drilling at their well for nearly two weeks. They still deny that it is in the fifth sand, but at the same time they refuse to let outsiders into the derrick, and are mystifying it as much as possible. They claim to be just at the top of the fifth, which they say is coarse and full of pebbles.

George Davis & Co. were shut down at their well on the McConnell farm, and have been for the last two weeks. The Stevens farm well, in Brooks county, West Virginia, has developed into a fair gasser, which is being piped to Steubenville.

The well on the Wheeler farm has a pressure of 300 pounds to the inch, and it will also be attached to a gas line. They intend to shoot it this week. The Columbus Oil Company is down 2,000 feet on the Smith farm, and Fritz & Samuels are starting a rig on the Leggate Samuels are Bros.' farm.

Butler County Developments. Operations in the Butler field have quieted down somewhat. Harmony and Zelienople still remain the enter of oper-Zelienopie still remain the center of operations. There is less activity in this quarter, but the production is holding up with marked tenacity. The southwest and northwest lines have been clearly defined, and the most promising lead now seems to be to the north and northwest. In the vicin ity of Lancaster there are a number of test wells drilling that will have an important bearing on the further extension of the field to the north.

field to the north.

The Evans Gity Oil Company is starting its No. 4 on the Eicholtz farm. The Island Oil Company, after fishing for several months with no success, have plugged the hole at their No. 2 on the Wallace farm and will move the rig. They were in the 100-foot when the accident occurred. Fighing jobs are rather prevalent in this field at present. Beck & Co. are fishing for

a string of tools at No. 1, Zeigler farm. Alexander Bros. No. 1 Scheiver has been plugged with a string of tools. They will move the rig this week.

Cunningham & Alexander Bros. are down 800 feet wilh their No. 1 on the Hemphill farm and fishing for a bit.

Dr. Cunningham is in the sand on the Major farm, located west of the Knapp farm.

Cohen & Kahn are still fishing for a string of tools at their No. 5, Allen. They have completed the rig for No. 6 on the same

Gibson & Brown are down 300 feet with their No. 3 on the K. Allen farm.

Tate & Co. have started their No. 5 on the Allen herrs' farm.
Shaffer & Co. are building the rig for their No. 3 on the Schrum farm.
The McKinzie Oil Company is getting the

timbers on the ground for their test well on he Muller farm. Armor & Co. will move the rig from their location on the Steinbrook west of the dry

hole on the Fogle farm.
. Patterson & Co. have rigged up and are ready to start their No. 2 Schrum to pump-ing. Cunningham and Wolfe will tube their No. 1 on the C. Hollerman farm to-

The Boggs Oil Company had the misfor-tune to burn the rig, engine house and tanks at their No. 3 on the Boggs arm this morning.
T. W. Phillips' No. 6, Joseph Eichenlaub, came in last Saturday, and is making 160

The Fisher Oil Company's No. 2, on the William Eichenlaub, is in the sand and showing light. This location is only 300 feet west of the Phillips' No. 6. They hope to improve it with a shot.

The McDonald Gauges. The production of the field was 24,000, vesterday, 500 less than the day before. The hourly gauges were as follows: Matthews No. 3, 30: Jennings, Guffey & Co.'s Herron No. 4, 50; Devonian Oil Company's Nos. 1 and 2 Boyce, 30; Oakdale Oil Company's Nos. 2 and Boyce, 30: Oakdale Oil Company's Nos. 2 and 3 Baldwin, 35: Forest Oil Company's No. 1 M. Wright, 40; No. 1 Jane Stewart, 60: J. M. Guffey & Co.'s No. 1 Jane Stewart, 60: J. M. Guffey & Co.'s No. 1 Mancy Bell, 40; Brown, Robison & Co.'s No. 1 McMurray, 20; production, 24,000; stock in the field, 59,000. The runs of the Southwest Pennsylvania Pipe Line Company from McDonaid, 9,078. The National Transit runs were 35,590; shipments, 24,661. Buckeye runs, 27,648; shipments, 41,708. Southern Pipe Line shipments, 12,766. New York Transit shipments, 31,852; Macksburg runs, 700; Eureka runs, 4,149; shipments, 718.

Sunday the McDonal runs were 15,134; outside, 427. National Transit runs, 4,953, Buckeye runs, 1,534; shipments, 500. Eureka runs, 1,344. New York Transit runs, 10,246.

Yesterday's Market Features.

Yesterday's Market Features. There was nothing new in the way of en couragement. Trading was limited, about couragement. Trading was limited, about 8,000 barrels. The opening, lowest and closing was 57c, highest 57½c. Refined went off ½ at London, to 5½. Daily average runs 80,370; daily average shipments, 75,000.
OIL CITY, March 21.—National Transit certificates opened, 57½c; highest, 57½c; lowest, 57c; closed, 57c. Sales, 25,000 barrels; clearances, 130,000 barrels; shipments, 108,613 barrels; runs, 103,677 barrels.
BRADFORD, March 21.—National Transit certificates opened at 55½c; closed at 57c; highest, 57½c; lowest, 56½c. Clearances, 74,000 barrels.

barreis.

New York, March 21.—Petroleum opened steady, advanced ½c; then became dull and remained so until the close. Pennsylvania oll, spot, 57½c; April, option, opening 55½c, lighest 57½c, lowest 56½c, closing 57½c. Lima oil, no sales; total sales, 22,000 barreis.



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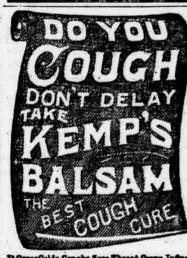
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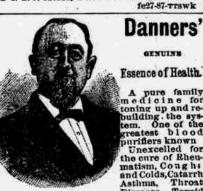
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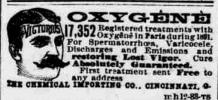
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R. MARSTON'S TREATMENT
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Empotèmes, Lack of Bevelopment,
Kidney and Bladder Disorders, Nighi
Sweata, Varicoccie and all diseases
brought on by imprudence or negict.
Without Stouench Medicine.
Has never failed in ten years. Hinstrative
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RAILBOADS PENNSYLVANIA RAILROAD

as follows (Eastern Standard Time):MAIN LINE EASTWARD.
Pennsylvania Limited of Puliman Vestibule Cars
daily at 7:15 a. m., arriving at Harriaburg at 1:65
p. m., Philadelphia at 4:45 p. m., New York 7:00
p. m., Baltimore 4:45 p. m., Washington 5:65 p. m., Philadelphia at 2:30 p. m., New York 7:00 p. m., Baltimore 4:60 p. m., Washington 5:65 p. m., Washington 5:65 p. m., Philadelphia 11:25 a. m., New York 2:00 p. m.
Aliantic Express daily at 2:20 a. m., arriving at Harrisburg 9:20 a. m., Philadelphia 1:25 p. m., New York 2:50 p. m.
Harrisburg 0:20 p. m.
Harrisburg Accommodation daily, except Sunday, 5:25 a. m., arriving at Harrisburg 2:50 p. m.
Day Express daily at 5:00 a. m., arriving at Harrisburg 3:50 p. m., Philadelphia 6:50 p. m., New York 7:50 p. m., Baltimore 6:65 p. m., Washington 2:20 p. m., Philadelphia 6:50 p. m., New York 7:50 p. m., Baltimore 6:65 p. m., Washington 1:50 p. m., Philadelphia 6:50 p. m., Washington 5:50 p. m., Philadelphia 10:55 p. m.
Hall train Sunday only, 8:60 a. m., arriving at Harrisburg 1:50 p. m., connecting at Harrisburg Harrisburg 1:50 a. m., Philadelphia 4:25 a. m., and New York 7:10 a. m.
Eastern Express at 7:16 p. m. daily, arriving Harrisburg 1:25 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Philadelphia 5:25 a. m. and New York 5:00 a. m., Philadelphia 5:55 a. m. and New York 5:00 a. m., Philadelphia 5:50 a. m., Mashington 7:30 a. m., Philadelphia 5:50 a. m., New York 5:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Baltimore 6:30 a. m., Washington 7:30 a. m., Baltimore 6:30 a. m., Washington 7:30 a. m., Baltimore 6:30 a. m., Washington 7:3

York 9:20 s. m., Baltinore 6:20 s. m., Washington 7:30 s. m.

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

Johnstown Accorn., except Sunday, 3:40 p. m. Greensburg Accorn., 11:20 p. m. week-days. 10:30 p. m. Sundays. Greensburg Express 5:159, m., except Sunday. Derry Express 11:00 s. m., except Sunday.

Wall Accorn. 5:25, 6:90, 7:40, 8:25, 5:20, 9:40, 10:20, 5:15, 6:00, 6:45, 7:25, 8:00, 10:20, 11:20, p. m., 12:10 night, except Monday. Sunday, 8:40, 10:30 a. m., 12:25, 1:00, 2:20, 4:20, 4:20, 5:30, 7:20, 9:30, 10:30 p. m. m., 12:25, 1:00, 2:20, 4:20, 8:20, 7:20, 9:30, 10:30 p. m.
Wilkinsburg Accom, 8:25, 8:00, 6:15, 6:45, 7:00, 7:25, 7:40, 8:10, 8:35, 8:50, 9:40, 10:30, 11:00, 11:10 s. m., 12:01, 12:15, 12:20, 1:00, 1:20, 1:00, 1:20, 2:00, 2:35, 8:40, 4:00, 4:10, 4:25, 4:25, 4:50, 5:00, 5:15, 5:30, 8:45, 6:00, 6:20, 6:45, 7:20, 7:25, 8:25, 9:00; 9:34, 10:20, 11:20, 11:30, and 11:10 night, except Monday, 8:40, 15:30, 7:20, 9:00, 9:20, 10:20 n. m. 12:25, 1:00, 1:20, 2:30, 4:20, 5:30, 7:20, 9:00, 9:20, 10:20 n. m. 12:25, 1:00, 1:20, 2:30, 4:20, 5:30, 12:30, 10:20 n. m. 12:01, 12:15, 12:30, 1:00, 1:30, 1:30, 1:20, 2:30, 1:30, 5:45, 6:00, 6:20, 6:45, 7:20, 7:35, 8:25, 9:00, 9:45, 1:20, 1:100, 11:30, p. m., and 12:16 night, except Monday, Sunday, 8:30, 8:60, 8:40, 10:30 a. m., 10:30 p. m.

SOUTH-WEST PENN BAILWAY.

FOR Uniontown, 5:15 and 5:25 a. m., 1:20 and 4:25 week days.

MONONGAHELA DIVISION12:25, 1:00, 1:30, 2:30, 4:30, 5:30, 7:20, 3:00, 9:26.

FOR MONONGAHELA DIVISION12:25, 1:00, 1:30, 2:30, 4:30, 5:30, 7:20, 3:00, 9:26.

FOR MONONGAREA City, West Brownsville and Uniontown, 10:49 a. m. FOR Monongahela City and West Brownsville, 7:35 and 10:40 a. m. and 4:50 p. m. On Sunday, 4:55 a. m. and 1:01 p. m.

FOR MONONGAREA City only, 1:01 and 5:50 p. m. and 3:20 p. m. week days. Dravoshurg accom., 6:00 a. m. and 3:20 p. m. week days. West Elizabeth accom., 8:35 a. m., 4:15, 6:30 and 11:35 p. m. Sunday, 9:40 p. m. WEST PENNSYLVANIA DIVISION. From FEDERAL STREET STATION, Allegheny

City— for Springdale, week-days, 6:20, 5:25, 8:26, 10:40, 11:50 a. m., 2:25, 4:19, 5:00, 5:40, 6:10, 6:20, 8:10, 10:30 and 11:40 p. m. Sundays, 12:35 and 9:20 p. in. For Butler, week-days, 6:55, 8:50, 10:60 a. m., 3:15 and 6:10 p. m. For Fueler, week-days, 6:55, 6:50, 10:40 a. m.,
For Freeport, week-days, 6:55, 8:50, 10:40 a. m.,
3:15, 4:10, 5:40, 5:10, 10:30 and 11:40 p. m. Sundays,
12:35 and 9:30 p. m.
For Apollo, week-days, 10:40 a. m., and 5:40 p. m.
For Paulton and Blairsville, week-days, 6:55 a. m.,
3:15 and 10:30 p. m.

APTHE Excelsior Baggage Express Company
will call for and check baggage from hotels and
residences. Time cards and full information can
be obtained at the ticket offices—No. 110 Fifth avenue, corner Fourth avenue and Try street, and
Union station. nion station. CHAS. E. PUGII, General Manager.

Frem Pittsburgh Union Station. ennsylvania Lines. Trains Run by Central Time.

Southwest System-Pan Handle Route Southwest System—Pan Handle Route
DEPART for Columbus, Cincinnati, Indianapols, St.
Louis, points intermediate and beyond: \*1.20 a.m.,
\*7.00 a.m., \*8.46 p.m., \*11.15 p.m. Arriva from same
points: \*2.20 a.m., \*6.55 p.m.

DEPART for Columbus, Chicago, points intermediate
and beyond: \*1.20 a.m., \*12.06 p.m. Arriva from
same points: \*2.20 a.m., \*18.36 p.m.

DEPART for Washington, \*16.15 a. m., \*18.35 a. m.,
\*1.56 p. m., \*13.50 p. m., \*14.50 p. m. Arriva
from Washington, \*16.55 a.m., \*17.50 a.m., \*18.50 a.m.,
\*10.25 a.m., \*12.55 p. m., \*16.25 p. m.

DEPART for Wheeling, \*7.00 a.m., \*12.05 n'n.,
\*12.45 p. m., \*16.10 p. m. Arriva from Wheeling,
\*16.45 a. m., \*18.00 p. m. \*5.55 p. m.

Northwest System—Fort Wayne Route Northwest System—Fort Wayne Route Direct for Chicago, points intermediate and beyond 1.30 a.m., \*7.10 a.m., \*12.20 p.m., \*1.00 p.m., \*8.4 P. m., 111.30 p.m. Arrive from same points: \*12.05 a.m., \*1.15 a.m., \*6.00 a.m., \*6.35 a.m., \*6.00 p.m., b. 50 p.m. Depart for Toledo, points intermediate and beyond: \*7.10 a.m., \*12.20 p.m., \*10.00 p.m., 111.20 p.m. Arrive from same points: \*11.15 a.m., \*6.35 a.m., \*6.00 p.m., \*6.50 p.m.

Depart for Cleveland, points intermediate and beyond: †6.10 a.m., \*7.10 a.m., †12.45 p.m., \*11.05 p.m. Arrive from same points: \*5.50 a.m., †2.15 p.m., \*6.00 p.m., †7.00 p.m.

Depart for Martins Ferry, Bridgeport and Bellaire †6.10 a.m., †12.45 p.m., †4.10 p.m. Arrive from same points: †9.00 a.m., †2.12 p.m., †7.00 p.m.

Depart for New Castle, Eire, Youngstown, Ashtabula, points intermediate and beyond: †7.20 a.m., †12.20 p.m. Arrive from same points: †1.25 p.m., †9.00 p.m.

Depart for New Castle, Jamestown, Youngstown and Niles, †3.45 p.m. Arrive from same points: †9.10 a.m.

19.10 a.m. DEPART for Youngstown, \*12.20 p.m. ARRIVE from Youngstown, \*6.50 p.m. PULLMAN DINING CARS AND PULLMAN DINING CARS run through, East and West, on principal trains of both Systems. of both Systems.

LOCAL SLEEPING CARS running to Columbus, Cincinnati, Indianapolis, Cleveland, Toledo and Chicago are rendy for occupancy at Pittsburgh Union Station at 9 o'clock p. m.

Time Tables of Through and Local Accommodation Trains of either system, not mentioned above, can be obtained at 110 Fifth Avenue and Union Station, Pittsburgh, and at principal ticket offices of the Pennsylvania Lines West of Pittsburgh.

Daily, Exp. Synday, 25r. Saturday, 25r. Monday.

JOSEPH WOOD, General Manager. General Passenger Agent BALTIMORE AND OHIO RAILHOAD.

Daily. tEx. Sunday. !Ex. Saturday. TFx. Monday.



For Washington, D. C., Baltimore, Philadelphia and New York, \*5:00 a, m. and \*9:20 p. m. For Cumberland. \*5:50, \*5:00 a. m., 11:10, \*5:20 p. m. For Connellsville, \*5:50, \*5:00 and \*9:20 p. m. 15:00, \$4:15, \$5:00 and \*9:20 p. m. 15:00, \$4:15, \$5:00 and \*9:20 p. m. 15:00, \$4:15, \$5:00 and \*9:20 p. m. 15:00, \$8:30 a. m., \$1:10, \$4:15 and \$5:00 p. m. 15:00 11:35 p. m. For Cincinnati and St. Louis, 7:22 a. m., 57:30

For Cincinnati and St. Louis, 7:22 a, m., 7:39 p. m.

For Cincinnati, 11:55 p. m. (Saturday only.)

For Columbus, 7:20 a, m., 7:30 and 11:55 p. m.

For Newark, 7:20 a, m. and 7:30 p. m.

For Newark, 7:20 a, m. and 7:30 p. m.

For Chicago, 7:20 a, m. and 7:30 p. m.

Trains arrive from New York, Philadelphia, Baltimore and Washington, 5:20 a, m., 5:30 p. m.

From Columbus, Cincinnati and Chicago, 3:30 a, m., 7350 p. m.

Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 7:50, 70:45 a, m., 24:18, 73:30 p. m.

Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, "Dally except Saturday only. Saturday only. The Plitsburg Transfer Company will call for and check baggage from hotels and residences upon orders left at B, & O, ticket office, corner Fifth avenue and Wood street, 637 and 639 Smith-field street.

DITTSBURG AND LAKE ERIE RAILROAD

10:30 p. m. ARRIVE—From Cleveland, \*5:30 a. m., \*12:30, 5:15, 7:30 p. m. From Clincianati. Chicago and 5t, Louis. \*5:30 a. m., \*12:30, 7:30 p. m. From Bluffalo, \*5:30 a. m., 12:30, 9:30 p. m. From Salamanca, \*6:30, \*10:00 a. m., 7:30 p. m. From Salamanca, \*6:30, \*10:00 a. m., 7:30 p. m. From Youngstown and New Castle, \*6:30, \*10:00 a. m., \*12:30, 5:15, 7:30, 9:30 p. m. From Beaver Falls, 5:20, \*6:15, 7:30, \*10:00 a. m., \*12:30, 1:30, 5:15, 7:30, 9:30 p. m. 9:30 p. m. P. C. & Y. trains for Mansfield, 7:35 a. m., 12:10, 3:45 p. m. For Esplen and Beechmont, 1:35 a. m., 3:45 p. m. For Mansfield, 7:08, 11:50 a. m., 3:45 p. m. From Beechmont, 7:08, 11:50 a. m., 3:45 p. m. From Beechmont, 7:08, 11:38 a. m. P. McK. & Y. R. M. — DEPART—For New Haven, 78:20, 3:00 p. m. For West Newton, 78:20, 73:00, 5:25 p. m. For McKeesport, Elizabeth, Monongahela City and Belle Vernon, \*6:45, 11:05 a. m., \*4:00 p. m. From Belle Vernon, Monongahela City, Eliza-beth and McKeesport, 7:40 a. m., 1:20, \*5:05 p. m. \*Daily, \*Sundays only, City ticket office, 6:9 Smithfield st.

PITTSBURG AND WESTERN RAILWAY-Trains (C'tl Stan'd time). | Leave. | Arrive. Mai', Butler, Clarion, Kane...... 6:40 a m 11:30 a m Akron and Erie...... 7:30 a m 7:05 p m Butler Accommodation...... 9:35 a m 3:30 p m 8:300 a m Chicago Express (dally)........ 2:50 p m 12:00 a m Chicago Express (dally)......... 2:50 p m 12:00 p m Evolution and Foxburg........ 4:25 p m 5:30 a m Butler Accommodation.......... 8:45 p m 7:00 a m First-class fare to Chicago, \$10 50... Becond-clas

A LLEGHENY VALLEY RAILWAY CO.—ON And after Sunday, March 20, 1952, trains will leave and arrive at Union station, Pittaburg, eastern standard time: Buffalo express leaves at 5:25 a. m., 8:35 p. m. (arriving at Buffalo at 5:45 p. m. and 7:20 a. m.); arrives at 7:10 a. m., 6:35 p. m. (Olty and DuBols express—Leaves 8:20 a. m., 1:30 p. m.; arrives 1:00. 8:23, 10:00 p. m. Emienton—Leaves 4:00 p. m.; arrives 10:00 a. m. East Brady—Leaves 4:00 p. m.; arrives 10:00 a. m. Emienton—Leaves 4:00 p. m.; arrives 8:35 a. m., 5:35 p. m. Bradonn—Leaves 5:00, 6:15 p. m.; arrives 8:05 a. m., 7:40 p. m. Valley Camp—Leaves 10:15 a. m., 17:05, 2. m.; arrives 7:20 a. m., 17:05 p. m. Hulton—Leaves 5:00, 9:50 p. m.; arrives 7:30, 2:15, 4:40 p. m. Hulton—Leaves 6:00, 9:50 p. m.; arrives 7:30 p. m. Emienton—Leaves 9:50 a. m., 6:25 p. m. Emienton—Leaves 9:50 p. m.; arrives 7:10 p. m. Kittauning—Leaves 12:40 p. m.; arrives 7:10 p. m. Rulman parlor buffet car on day trains—Buffalo, Tieket offices, No. 100 Fifth avenue and Union station. David M CARGO, General Superintendent. James. P. Anderson, General Passenger Agent. Superintendent. JAM eral Passenger Agent.

RAILROADS.

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STEAMSHIP TICKETS TO AND FROM all parts of Europe, drafts, money orders, cable transfers and foreign coin at lowest New York rates. MAX SCHAMBERG & CO., No. 527 Smithfield st., Pittsburg, Pa. Established in 1865.

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SEND FOR ITINERARIES.

NETHERLANDS LINE SAILINGS FROM NEW YORK:
March 18, 9 a. M. Saturday, WERKENDAM.
March 28, 3 P. M. Saturday, WERNDAM.
Steamers marked sail to and from Amsterdam?
all others to and from Rotterdam.
From Fler, foot of Fifth street, Hoboken.
First cabin, 45 to 85; second cabin, 36. Reduced excursion tickets. Steerage at low rates. For illustrated guide and passage apply to JOHN J.
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MCCORMICK. 635 Smithfield street; LOUIS
MCESER, 645 Smithfield street; MAX SCHAMBERG & CO., 527 Smithfield street.

mhi4-D

AMERICAN LINE. Sailing every Wednesday from Philadelphia and Liverpool. Passenger accommodations for all classes unsurpassed. Tickets sold to and from Great Britain and Ireland, Nor-way, Sweden, Denmark, etc. vay, Sweden, Denmark, etc.
INTERNATIONAL NAVIGATION CO. General agents, 305 Walnut st., Philadelphia. Full information can be had of J. J. Mo-CORMICK, 639 Smithfield street. LOUIS MOESER, 616 Smithfield street. mh8-44-Tra

(UNARD LINE-NEW YORK AND LIVER-POOL, VIA QUEENSTOWN-From Pier 40, North river. Fast express mail service. Etruris, April 32, 2p.m. Aurania, April 33, 2p.m. Etruris, April 33, 2p.m. Aurania, April 33, 3p.m. I Umbria, May 7, 2p.m. Servia, April 16, 8a, m. Servia, April 16, 8a, m. Servia, May 14, 7 a. m. Cabin passage, 800 and upward, according to location; second cabin, \$35. Steerage tickets to and from ail parts of Europe at very low rates.

For freight and passage apply to the company's office, 4 bowling Green, New York. VERNON H. BROWN & CO., General Agents, or CHARLES P. SMITH, Third av. and Wood st., Agent for Pittsburg, Pa.

WHITE STAR LINK—
Royal and Duited States Mail Steamers.
Britannic, Mar. 23, 1: 20 pm Britannic, Apr. 29, noon Majestic, Mar. 20, 7: 20 pm Britannic, Apr. 27, 4 pm Germanic, Apr. 6, 2 pm Germanic, Apr. 13, 5 pm "Teutonic, May. 11, 4 pm From White Star dock, foot of West Tenth st., New York.

"Second cabin on these steamers. Saloon rates, 50 snd upward. Second cabin, 53 and 50. Excursion tickets on favorable terms. Steerage, from the old country, \$25; from New York, \$25.

White Star drafts nayable on demand in all the principal banks throughout Great Britain. Apply to JOHN J. MCCORMICK, 639 and 60. Smithfield st., Pittaburg, or H. MAITLAND KERSEY, General Agent, 39 Broadway, New York.

## INMAN LINE.

New York, Queenstown and Liverpool, From New York every Wednesday. Caty of Paris and City of New York, 10,500 tons each, City of Berlin, City of Chicago City of Chester.

FROM NEW YORK: City of New York, Wednesday, Mar. 23, 12 noon City of Chicago. Wednesday, Mar. 30, 7:00 a.m. City of Paris, Wednesday, April 6, 12:29 r. M. City of Berlin, Wednesday, April 13, 6:30 a.m. For rates of passage and other informa-

INTERNATIONAL NAVIGATION COM-PANY, Gen'l Agents, 8 Bowling Green, New York, or to J. J. McCORMICK, 639 Smithfield st., Pittsburg. mhi7-rrs Norddeutscher Lloyd Steamship Company.



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It is manufactured as a powder, which can be given in a glass of beer, a cup of coffee or tea, or in food, without the knowledge of the patient. It is absolutely harmless, and will effect a permanent and speedy cure, whether the patient is a moderate drinker or an alcoholic wreck. It has been given in thousands of cases, and in every finstance a perfect cure has followed. It never falls. The system once impregnated with the Specific, it becomes an atter impossibility for the liquor appetite to exist. Prade supplied by GEO. A. KELLY & CO. Allegheny agents, E. HOLDEN & CO., 63 Federal st. jy2-30-178



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