WAR ON LAND AND SEA.

The past two weeks have been crowded with important events. Cuba has been successfully invaded. Fierce fighting took place at Santiago De Cuba. General Shafter advanced his army of Americans step by step to the inner trenches of Santiago. It was a fight in the bushes, on July 1st, 2nd and 3rd, in which about 2,000 Americans were killed and wounded. The Americans expected to celebrate the 4th in Santiago, but fate decreed otherwise. However, that disappointment was compensated for by the destruction of the most powerful Spanish fleet on the 3rd of July at Santiago. The reader knows that it was the Spanish fleet going into Santiago that took Commodore Schley there to blockade the place, and the fleet being penned there took the army of Shafter there to surround the town. Shafter's victorious march to the gates of Santiago, frightened Cervera, the commander of the Spanish fleet in the harbor, and he determined to escape. Early on the morning of the 3rd of July he steamed out of the harbor. Commander Schley was surprised at the sight, but he was glad for a chance to fight the Spanish fleet, he opened the fight from his flag ship the Brooklyn. The fire of the Spanish fleet directed their fire on the Brooklyn, for they knew it to be the fastest ship in the fleet and the one that would give them the most trouble in a chase on the sea. Schley, however, signaled other American war ships to close in. The result was the most marvelous sea fight took place. Every Spanish ship was sunk. There were 350 Spaniards killed, 160 wounded and 1600 prisoners. Three of the Spanish ships got away 20 miles before they were demolished. Two got away only 4 miles before they were destroyed and run ashore. The Cristobal Colon, the ship of the Spanish Commander Cervera, was chased 60 miles by Schley on the flag ship Brooklyn. The Brooklyn was hit 45 times and somewhat damaged, but only one man was killed, G. H. Ellis, had his head knocked off by a shot. The destruction of the Spanish Commander's flag ship closed the naval battle, for there were no more Spanish ships to fight. It was thought that Dewey's destruction of the Spanish fleet in the harbor of Manila on the 2nd of May could not be duplicated, but Schley duplicated the Dewey achievement on the sea off the harbor of Santiago on the morning of the 3rd day of July. The fight began about 7 o'clock in the morning and closed about half past ten in the forenoon. The Spanish fleet destroyed, ranked among the best modern war ships in the world. The Spanish Commander Cervera is about 65 years old and has been in the Spanish navy since a boy 18 years old. On the 1st of July three transports convoyed by the American man of war Charleston, landed 2500 American troops at Manila for Dewey's assistance. Only one man died on the voyage which started from San Francisco on the 25th of May. On the voyage from California to Manilla they stopped at and took possession of the islands of Ladrone, a strip of territory comprising about 400 square miles, about as large as Juniata county. The inhabitants of Ladrone number about ten thousand people. The Spanish governor on the island could scarcely realize that he must surrender to the Americans, he had not heard of the commencement of war between the United States and Spain. A second expedition that started on the 15th of June with 3586 American troops are about due at Manilla, and a third expedition with 4747 troops is on the way to the same place. The surviving Spanish fleet of 10 war ships under Camara passed through the Suez canal on the 5th of July and if they continue on may reach Manila sometime in the after part of August, to fall into the naval hands of Dewey. Camara had not been informed of the disaster to Cervera's fleet at Santiago, but before he got away from the canal on to the Pacific ocean, a despatch overtook him ordering him to return to Spain with his fleet. The two tolls through the canal cost over two hundred thousand dollars. A dear trip. Every item of information relative to the ancestors of Dewey, and Schley are being looked up. They are both Americans of several generations, but as far as can be traced in Europe, Dewey is of Dutch extraction, and Schley is of German extraction. When Hobson was captured, after his exploit into the jaws of death; to blow up the Merrimac, in the harbor of Santiago, there were no Spanish prisoners in government hands for whom he could be exchanged. Now there are more prisoners than is known what to do with, and Hobson has been exchanged, our government giving a Spanish Lieutenant for him. The National Council of Congregational churches of the United States were in session in Portland, Oregon, when a despatch announced the exchange of Hobson, that set the Congregationalists to cheering.

The Spanish warship Alfonso XII attempted to run the blockade at Havana, and was run aground and shot to pieces by ships of the American fleet. She is the war ship that lay close to the Maine when she was blown up, and if the Maine was blown up by Spaniards it is probable the work was done from the Alfonso.

After the destruction of the Santiago fleet, General Shafter demanded the surrender of Santiago. A parley took place that lasted till the 9th of July. Those five days were exciting days in Santiago, 15,000 of its inhabitants wanted to leave the town and get within General Shafter's lines. The Spanish General wanted till the 9th of July, he said to get a definite answer from Spain as to whether he should surrender or continue the fight. An English telegraph company was permitted to connect its line so that despatches could be sent to and from Spain on the question of surrender. The Spanish government would not hear to an unconditional surrender of the army with Santiago. On Sunday evening July 10, the American army again opened fire on Santiago, four hours. Firing at intervals was kept up on Monday, Tuesday, and Wednesday. The city is to be stormed on Thursday, July 14.

Preacher Gilbert's Statement

"The Herald and Sentinel are two county papers that for some unknown reason have seen fit to make continued attacks upon our church, they have maligned your pastor, and have charged your eight members of the church council with subscribing to that which they knew was untrue. We made no reply to their untruthful attacks, for the articles, in both instances bore the very stamp of falsehood, and therefore needs no further rebuttal. But we do wish to appeal to the membership of both the Port Royal and St. Paul's congregations that you stop either or both of the papers if they come to your homes at present. It is dangerous to nurse a viper in your bosom."

The above is a specimen literary brick from a pamphlet gotten up by a Lutheran preacher, named Gilbert, who is a new comer at Port Royal. He calls his publication The Port Royal Lutheran. The reader has observed that there is no mention in his deliverance about the subject on which he writes. He does not know enough to state a subject properly, so that people may understand what he is talking about. If he had stated that he is denouncing the Herald and Sentinel for having mentioned, as newspapers may do, that some people in Port Royal, had reported, that his conduct with a handsome young woman of that town, was not becoming a preacher. If he had made such a statement in connection with his charge upon the Herald and the Sentinel, his deliverance would have the merit of intelligence. As it stands revealed in cold print it looks like the quills on a fretful, stinking porcupine; it does not look well, it does not read well and it smells of sulphur. To show the brimstone in the preacher's article it is only necessary to analize it. Let us take it apart and look at it. It contains six simple elements or points.

The first is, that the Herald and Sentinel attacked the Lutheran church. We do not speak for the Herald. The Herald can speak for itself, but for the Sentinel, the answer is that the statement of the preacher, in the language of his own choice, as made in a former article that he publishes is a clean cut lie. Now preacher stand up and have your measure taken. The SENTINEL AND REPUBLICAN offers a reward of ten dollars, for every line published in the SENTINEL AND REPUBLICAN, within the limit of a quarter of a century that attacks the Lutheran church. The reward to be paid to the Lutheran congregation of Port Royal.

Second, the preacher says, "They have maligned your pastor." The SENTINEL AND REPUBLICAN published an item, that certain reports were freely circulated about that preacher and a woman in Port Royal. There was no malignment in the publication. It made reference to the report and advised that the parties who originated the reports be punished according to law, and the SENTINEL AND REPUBLICAN now offers one hundred dollars toward a legal prosecution of the parties who started the reports. With this reservation, that if the parties prosecuted show that their reports are true the hundred dollars are not to be paid.

Third, he says, they charged your "eight members of the church council with subscribing to that which they know was untrue." The answer to the preacher on that point is the same as to his first point, The SENTINEL AND REPUBLICAN made no charges against the council of the Port Royal Lutheran church. The only mention made concerning the church council was the publication over their own signatures on the subject of the investigation of the preacher's deportment when his wife was away from home. The files of the SENTINEL AND REPUBLICAN show what it published.

Fourth, he says, he made "no reply to their untruthful attacks." The columns of his publication, the Port Royal Lutheran tell what he said, in print, but God only knows what he has been saying sub rosa, as a bushwacker.

Fifth, he appeals to the Port Royal and St. Paul's congregation to stop either or both papers. He does not know that it is an offense against the law and individual rights generally, to appeal to a church or any other organization in that way. The probability is, the congregations will do justice to themselves by stopping the preacher.

Sixth, in his last point, by metaphor he tells the truth. "It is dangerous to nurse a viper in your bosom," but metaphors, are comparisons. Sometimes metaphors are odious, and are of extensive application, and comprehend for example the wolf in sheep clothing, and the man who steals the livery of heaven to serve the devil, the one who worms his way into the pulpit and under its sacerdotal robes does more harm to the cause of Christianity than any other class of men. The calling of the preacher is the highest in the world. The preacher to be successful, and wear well in a community, must be a standard man, his every day life must be of the quality that stands the test of adverse criticism. His deportment must be of that quality that when evil disposed people speak evil of him, instantly, there is a disbelief expressed in the evil reports. Every one feels the reports cannot be true. The pews want a standard man in the pulpit, they want a man in whom they have confidence to lead them gently back into the good old straight path, whenever any of them forget themselves and get off into the broad festive crooked way, that leads to every place but the good place. They want a man that must not only be pure, but must be above suspicion. When they have a preacher of that kind they do not have a viper in their midst. There are standard ministers whom laymen and pewmen, generally, respect and love. There are standard men and women in every community. There are standard men and women in the Port Royal and St. Paul Lutheran congregations, and they owe it to themselves to call a standard preacher.

"Pa," said Tommy, after he had digested the reports of the destruction of sugar cane plantations in Cuba, "are all sugar planters rich?"

"Most of them are my son."

A moment's silence—then—"Say, pa, Adam and Eve must have had lots of money, mustn't they?"

"Why do you think so, Tommy?"

"Don't the Bible say they raised Cain?"

EDITORS ON AN OUTING.

The State Editorial Association took its annual outing to Philadelphia and Atlantic City this year. The evening the party arrived in Philadelphia they were entertained at the Bourse or General Exchange, under the management of Thos S. Welsh. The few hours spent there added much to the pleasure and enjoyment of the members of the Association present. The Pen and Pencil Club where many of the city scribes resort was visited and the visible workings of the intellectual members were noted for future reference and mention. Tuesday they visited the Philadelphia Commercial Museum, which afforded much information. The Hotel Walton, in honor of the Association gave an elegant lunchion, which was highly appreciated. About 2 o'clock, in the afternoon, they started for Atlantic City, where they made the Grand Atlantic Hotel, under the proprietorship of Mr. Charles E. Cope, their stopping place. The Steel pier and Young's pier afforded them pleasant entertainment, and Wednesday evening the Executive Committee, Mr. J. C. K. Roberts, of Phoenixville, having charge, furnished an interesting entertainment. After spending a week in that delightful city the party reluctantly started for their respective homes with pleasant rememberances of the cordial welcome they had everywhere received. Socrates said he took it as a perfection, "that the God's want nothing." The verdict of the Association is that the Pennsylvania Railroad passenger management is as near perfection as possible. No dust annoyed the travelers, the road bed had been sprinkled with oil, and that kept down the dust as the train sped across the sands of Jersey. The courteous, polite and efficient management of the railroad company, and the terminal of their road in Atlantic City, close by the sea, has made it the favorite, for people who travel to old ocean and bow in admiration to its ever rolling waves and flashing white caps, and impressive roar. Oh the ocean! the ocean! Thanks are heartily tendered to the officials of the Pennsylvania railroad for special transportation to Atlantic City.

CALAMITY ON THE SEA.

About 5 o'clock on the morning of the 4th of July the French steamer La Bourgogne and the English ship Cromartyshire ran into each other in a thick fog, in the Atlantic ocean, off the coast of Sable Island. The bow of the great steamer was cut off, and within a half hour she drowned over five hundred passengers. The English ship was greatly damaged. She lay by till the fog passed away and all that day picked up those who had escaped the sinking of the La Bourgogne. Two boat loads of men were taken aboard, and a number of people were rescued from floating pieces of the wreck. Survivors say, many of the passengers, Italians and Frenchmen took out their dirk knives and struck right and left, all around to clear the way for themselves to reach something to escape on. Such inhumanity has not been heard of in this day and generation. There were two hundred women on board, only one of whom escaped. The woman that escaped was not forsaken by her husband. Her husband's name is La Casse, he helped his wife to a raft, and though she was un conscious, he clung to her till consciousness was restored. All honor to La Casse his heroic devotion to what is right, stands out in bold relief, in contrast with the acts of many of the ship's crew who drew their knives stabbing men and women and in a murderous manner carved the way for their escape. The murders committed in that short half hour on board the sinking ship, causes one to almost up hope of mankind ever doing what is right. If it were not that La Casse did what was right ones heart would have a feeling of despair for the human race. But La Casse's case proves that there is some good in the world. Le Casse proves that the right is still among men though there be few who pursue it. He should have a monument high enough to reach to the clouds erected on his grave when he dies. Le Casse's acts prove that the right kind of people do yet inhabit the earth. There was a family named Pourgi or Bourgy from Altoona, on the ship that sunk. Of the family the Altoona Tribune says, August Bourgy, was saved. He relates that he was in the water half an hour and attempted to get into a boat. He was seized when he managed to get half in and thrown back into the water. Again he tried to enter the boat, but the inhuman savages who manned it were determined to keep him out. He managed at last to get in and to stay in.

"Clinging to the life line of a boat not far away he saw his mother, and as if his trials were not enough, he was forced to watch a man shove her deep int the ocean with an oar, from which she never rose. He said the man was saved, and was almost sure he can recognize him, though he does not know the man's name."

MIFFLINTOWN GRAIN MARKETS

MIFFLINTOWN, JULY 13, 1898.

Wheat	$ 70 to 80
Corn in ear	40
Oats	28
Rye	32
Cloverseed	$2 to $2 50
Butter	16
Eggs	09
Ham	12
Shoulder	12
Lard	8
Sides	7
Timothy seed	$1.40
Flaxseed	60
Bran	70
Chop	85c to 90c
Middlings	90
Ground Alm Salt	75
American Salt	60c

PHILADELPHIA MARKETS,
July 13, 1898.

Wheat 84c.; oats 31c; corn 35c; hay $6.00 to $12.00 a ton; tangled wheat and oats straw at $5.50 a ton; butter 11 to 17c; eggs 13c; beef cattle 4 to 5c; old potatoes 45 to 60c; new potatoes $1 to $3.75 a barrel; veal calves 4 to 7c; sheep 3 to 5; lambs 3 to 7c; thin cows $8 to $22; milch cows $25 to $40; hogs 5 to 6c; live chickens 10c, spring chickens 2 and 4 pound 18 to 21c a pound.

FARMERS READ THIS.

In order to reliably determine the relative value of our several Brands of Fertilizers, upon the wheat crop of Juniata county, we have decided to offer PREMIUMS amounting to $100 for the best three acres of wheat grown by the use of OUR FERTILIZERS. We want to know what is best by actual field trials. Agents may talk, but FACTS ARE FACTS.

The Premiums to be divided into three classes as follows:

FIRST PREMIUM $50.00
SECOND PREMIUM 35.00
THIRD PREMIUM 15.00

The test to be made on three acres. Using our Brands of FERTILIZERS. The money will be deposited with the Juniata County Agricultural Society, who will name the Judges and award the PREMIUMS September 1899. All persons wishing to enter the contest will register with the Secretary of the Agricultural Society.

JAMES N. GRONINGER,
T. S. MOOREHEAD, & Co.,
3—mo. Port Royal, June 7th.

THE ONLY True Blood Purifier prominently in the public eye today is Hood's Sarsaparilla. Therefore get Hood's and ONLY HOOD'S.

LOUIS E. ATKINSON. F. M. P. PENNELL.
ATKINSON & PENNELL,
ATTORNEYS-AT-LAW,
MIFFLINTOWN, PA.
OFFICE—On Main street, in place of residence of Louis E. Atkinson, Esq., south Bridge street. [Oct 26, 1892
Collecting and Conveyancing promptly attended to.

WILBERFORCE SCHWEYER,
Attorney-at-Law.
Collections and all legal business promptly attenped to.
OFFICE IN COURT HOUSE.

DR. D. M. CRAWFORD, DR. DARWIN M. CRAWFORD
DR. D. M. CRAWFORD & SON,
have formed a partnership for the practice of Medicine and their collatteral branches. Office at old stand, corner of Third and Orange streets, Mifflintown, Pa. One or both of them will be found at their office at all times, unless otherwise professionally engaged.
April 1st, 1895.

H. P. DERR,
PRACTICAL DENTIST.
Graduate of the Philadelphia Dental College. Office at old established location, Bridge Street, opposite Court House, Mifflintown, Pa.
Crown and Bridge work;
Painless Extraction.
All work guaranteed.

PENNSYLVANIA RAILROAD.

Schedule in Effect May 27, 1898.

WESTWARD.

Way Passenger, leaves Philadelphia at 4 30 a. m; Harrisburg 8 00 a. m; Duncannon 8 35 a. m; New Port 9 05 a. m; Millerstown 9 15 a. m; Durword 9 21 a. m; Thompsontown 9 26 a. m; Van Dyke 9 33 a. m; Tuscarora 9 36 a. m; Mexico 9 40 a. m; Port Royal 9 44 a. m; Mifflin 9 50 a. m; Denholm 9 55 a. m; Lewistown 10 13 a. m; McVeytown 10 38 a. m; Newton Hamilton 11 00 a. m; Mount Union 11 06 a. m; Huntingdon 11 32 p. m; Tyrone 12 20 p. m; Altoona 1 00 p. m; Pittsburg 5 50 p. m.

Mail leaves Philadelphia at 7 00 a. m; Harrisburg at 11 48 a. m; Mifflin 1 11 p. m; Lewistown 1 30 p. m; Huntingdon 2 29 p. m; Tyrone 3 12 p. m; Altoona 3 45 p. m; Pittsburg 8 30 p. m.

Altoona Accommodation leaves Harrisburg at 5 00 p. m; Duncannon 5 34 p. m; Newport 6 02 p. m; Millerstown 6 11 p. m; Thompsontown 6 21 p. m; Tuscarora 6 30 p. m; Mexico 6 33 p. m; Port Royal 6 38 p. m; Mifflin 6 43 p. m; Denholm 6 49 p. m; Lewistown 7 07 p. m; McVeytown 7 30 p. m; Newton Hamilton 7 50 p. m; Huntingdon 8 20 p. m; Tyrone 9 02 p. m; Altoona 9 35 p. m.

Pacific Express leaves Philadelphia at 11 20 p. m; Harrisburg at 3 00 a. m. Marysville 3 14 a. m. Duncannon 3 29 a. m. Newport 3 52 a m. Port Royal 4 25 a. m. Mifflin 4.30 a. m. Lewistown 4 52 a m. Newton Hamilton 5 33 a. m. Huntingdon 6 03 a. m. Petersburg 6 19 a. m. Tyrone 6 52 a. m. Altoona 7 40 a. m. Pittsburg 12 10 a. m.

Oyster Express leaves Philadelphia at 4 35 p. m. Harrisburg at 10 20 p. m. Newport 11 06 p. m. Mifflin 11 40 p. m. Lewistown 11 58 p. m.; Huntingdon 12 55 a. m. Tyrone 1 32 a. m. Altoona 2 00 a. m. Pittsburg 5 30 a. m.

Fast Line leaves Philadelphia at 12 25 p. m. Harrisburg 3 50 p. m. Duncannon 4 15 p. m. Newport 4 35 p. m. Mifflin 5 07 p. m. Lewistown 5 27 p. m. Mount Union 6 08 p. m. Huntingdon 6. 27 p. m. Tyrone 7 04 p. m. Altoona 7 40 p. m. Pittsburg 11 30 p. m.

EASTWARD.

Altoona Accommodation leaves Altoona at 4 40 a. m. Tyrone 5 04 a. m. Petersburg 5 25 a. m. Huntingdon 5 37 a. m. Newton Hamilton 6 01 a. m. McVeytown 6 17 a. m. Lewistown 6 38 a. m. Mifflin 6 58 a. m. Port Royal 7 02 a. m. Thompsontown 7 17 a. m. Millerstown 7 26 a. m. Newport 7 35 a. m. Duncannon 8 00 a. m. Harrisburg 8 30 a. m.

Sea Shore leaves Pittsburg at 2 50 a. m. Altoona 7 15 a. m. Tyrone 7 48 a. m. Huntingdon 8 30 a. m. McVeytown 9 15 a. m. Lewistown 9 35 a. m. Mifflin 9 55 a. m. Port Royal 9 59 a. m. Thompsontown 10 14 a. m. Millerstown 10 22 a. m. Newport 10 32 a. m. Duncannon 10 54 a. m. Marysville 11 07 a. m. Harrisburg 11 25 a. m. Philadelphia 3 00 p. m.

Main Line Express leaves Pittsburg at 8 00 a. m. Altoona 11 40 a. m. Tyrone 12 03 p. m. Huntingdon 12 35 p. m. Lewistown 1 33 p. m. Mifflin 1 50 p. m. Harrisburg 3 10 p. m. Baltimore 6 00 p. m. Washington 7 15 p. m. Philadelphia 6 23 p. m.

Mail leaves Altoona at 2 05 p. m. Tyrone 2 35 p. m. Huntingdon 3 17 p. m. Newton Hamilton 3 47 p. m. McVeytown 4 20 p. m. Lewistown 4 33 p. m. Mifflin 4 55 p. m. Port Royal 5 00 p. m. Mexico 5 20 p. m. Thompsontown 5 18 p m. Millerstown 5 28 p. m. Newport 5 39 p m. Duncannon 6 08 p. m. Harrisburg 6 45 p m.

Mail Express leaves Pittsburg at 1 00 p. m. Altoona 6 10 p. m Tyrone 6 42 p. m. Huntingdon 7 23 p m. McVeytown 8 06 p. m. Lewistown 8 26 p. m. Mifflin 8 47 p. m. Port Royal 8 52 p. m. Millerstown 9 16 p. m. Newport 9 26 p. m. Duncannon 9 50 p. m. Harrisburg 10 20 p m.

Philadelphia Express elaves Pittsburg at 4 30 p. m. Altoona 9 05 p. m. Tyrone 9 33 p. m. Huntingdon 10 12 p. m. Mount Union 10 32 p m. Lewistown 11 46 p. m. Mifflin 11 37 p. m. Harrisburg 1 00 a. m. Philadelphia 4 30.

At Lewistown Junction.—For Sunbury 7 30 a. m and 3 05 p. m. week-days.

For Milroy 6 15, 10 20 a. m. and 3 00 p. m week-days.

At Tyrone.—For Clearfield and Curwensville 8 20 a. m. 3 20 and 7 20 p. m. week-days.

For Bellefonte and Lock Haven 8 10 a. m. 12 30 and 7 15 p. m. week-days.

For further information apply to Ticket Agents, or Thomas E. Watt, Passenger Agent, Western Division, Corner Fifth Avenue and Smithfield Street, Pittsburg.

J. B. HUTCHINSON, General Man'g'r. J. R. WOOD, General Pass'r Agt.

LEGAL.

ADMINISTRATOR'S NOTICE.

(Estate of Edward F. Karstetter, late of Fayette township, deceased.)

Notice is hereby given that letters of Administration upon the estate of Edward F. Karstetter, late of Fayette township, deceased, having been granted to the undersigned. All persons indebted to said estate are requested to make immediate payment, and those having claims against the same to present them duly authenticated for settlement. SYLVESTER ARNOLD,
J. N. KELLER, Administrator.
June 18, 1898.

LEGAL NOTICE.

NOTICE is hereby given that the Chief Burgess and Town Council of the Borough of Mifflintown have, by ordinance duly enacted on May 20th, 1898, admitted and annexed as part of the Borough of Mifflintown in the county of Juniata and state of Pennsylvania, the lots and tracts of land composing Schweyer's Addition, adjacent to said Borough and they have filed a plan or plot of the said extension this date in the office of the Quarter Sessions of Juniata County. J. HOWARD NEELY,
Secretary Town Council Borough of Mifflintown.

Dr. Kennedy's Favorite Remedy
CURES ALL KIDNEY, STOMACH AND LIVER TROUBLES.

DEWEY HAS GAPTURED MANILLA

And destroyed the Spanish fleet. We have captured the remaining Spring Stock of Clothing, consisting of

Men's, Boys' and Children's Suits,

From one of the largest and well-known Clothing Houses of Liveright, Greenewalt & Co., 1013 Market street, Philadelphia, for 45 cents on the dollar. A clothing sale such as has never been known in the History of Juniata County. LIVERIGHT GREENEWALT & Co.
Manufactures of Clothing, 1013 Market Street.

Philadelphia, Pa, May 10, 1898.

Mr. Ferd Meyers, Dear Sir:—We find the backward season this Spring has prevented us in closing out our large new Spring Stock and we find ourselves loaded with an immense stock of new Clothing. The only remedy we have to dispose of it is to sacrifice prices. Knowing that you are a large cash buyer no doubt you will take the opportunity offered to you and buy the remainder of our stock at 45 cents on the dollar. Shall we submit samples. Please answer by return mail. Yours Resp't, LIVERIGHT GREENEWALT & Co.

OFFICE OF FERD MEYERS,
Dealer in Clothing and Furniture. Mifflintown, Pa., May 12, 1898.

Liveright, Greenewalt & Co., Gents:—Yours of the 10th inst., received and contents noted. We are always open for Bargains. Please send samples at once. If styles and quality are satisfactory we will buy the remainder of your stock. Yours respectfully,
FERD MEYERS.

We have scooped in the remainder of the entire Spring Stock of Liveright, Greenewalt & Co. We put the knife to tax and chopped down prices to one half what they were formally. Now is your opportunity to buy new and reliable clothing as long as they are here.

We put on sale 560 Men's all wool suits, regular price $9 50, special sale price $4.25.

271 Men's all wool fancy worsteds suits in sacks and cutaways, all sizes. These suits are worth $12 50, special sale price $6 25.

265 Men's cassimere suits, the greatest bargain, they are bunched from different lots, all sizes. Six different patterns to select from. They range in value from $7 to $9. Special sale price $4.31

767 Children's suits, all styles and sizes. Cheviots, Cassimeres, Serges, regular prices $2 50, up to $5 00. Special sale price $1.68.

972 Boys' suits. Cheviots, Cassimeres and Fancy plaids. This line was gathered with special reference to young men's needs. Regular price $5 50 up to $8.00 Special sale price $3.25 up to $4 62.

CLEARING SALE OF FURNITURE.

The season for Furniture is about to a close and we find we must have more room for our large fall stock which will arrive in due time. Therefore we are compelled to close out the remainder of our spring stock. All our former prices are marked down 20 per cent. Now is your opportunity to buy furniture at a sacrifice. Don't miss this chance.
115 and 117 Bridge Street.

FERD MEYERS.

Tuscarora Valley Railroad.

SCHEDULE IN EFFECT MONDAY, JUNE. 20, 1898.

EASTWARD.

STATIONS. DAILY, EXCEPT SUNDAY.	No.1 A. M.	No.1 P. M.	No.3 P. M.
Blair's Mills.....Lv.	7 25	1	45
Waterloo	7 31	1	51
Leonard's Grove	7 37	1	57
Ross Farm	7 45	2	05
Perulack	7 52	2	12
East Waterford	8 05	2	25
Heckman	8 17	2	37
Honey Grove	8 22	2	42
Fort Bigham	8 30	2	50
Warble	8 39	2	59
Pleasant View	8 44	3	04
Seven Pines	8 52	3	12
Spruce Hill	8 55	3	15
Graham's	9 03	3	23
Stewart	9 06	3	26
Freedom	9 09	3	29
Turbett	9 12	3	32
Old Port	9 18	3	38
Port Royal.....Ar.	9 25	3	45

Trains Nos. 1 and 2 connect at Port Royal with Way Passenger and Seashore Express on P. R. R., and Nos. 3 and 4 with Mail east

WESTWARD.

STATIONS. DAILY, EXCEPT SUNDAY.	Distance.	No.2 A. M.	No.2 P. M.	No.4 P. M.
Port Royal	0.0	10	20	5 05
Old Port	1.3	10	27	5 12
Turbett	2.8	10	33	5 18
Freedom	3.7	10	36	5 21
Stewart	4.4	10	39	5 24
Graham's	5.6	10	42	5 27
Spruce Hill	6.3	10	50	5 35
Seven Pines	7.2	10	53	5 38
Pleasant View	9.0	11	01	5 46
Warble	10.0	11	06	5 51
Fort Bigham	12.0	11	15	6 00
Honey Grove	14.0	11	23	6 08
Heckman	15.1	11	28	6 13
East Waterford	17.5	11	40	6 25
Perulack	20.5	11	53	6 38
Ross Farm	22.0	12	00	6 45
Leonard's Grove	24.0	12	08	6 53
Waterloo	25.5	12	14	6 59
Blair's Mills.....Ar.	27.0	12	20	7 05

Trains Nos. 2 and 3 connect at Blair's Mills with Concord, Doylesburg Dry Run, Nossville, Neelyton, Shade Gap, Shade Valley and Goshorn Station Stage Lines.

J. C. MOORHEAD, *Superintendent.*
T. S. MOORHEAD, *President.*

FREE A Valuable Book on Nervous Diseases sent free to any address and poor patients can also obtain this medicine free of charge.
This remedy has been prepared by the Reverend Pastor Koenig, of Fort Wayne, Ind., since 1876, and now prepared under his direction by the
KOENIG MED. CO., Chicago, Ill.
Sold by Druggists at $1 per Bottle. 6 for $5. Large Size, $1.75. 6 Bottles for $9.

HOOD'S Sarsaparilla has over and over again proved by its cures, when all other preparations failed, that it is the One True BLOOD Purifier.

RAILROAD TIME TABLE.

PERRY COUNTY RAILROAD.

The following schedule went into effect Nov. 16, 1896, and the trains will be run as follows:

p. m	a. m	Leave	Arrive	a. m	p. m
4 30	9 00	Duncannon		7 54	2 28
4 36	9 06	*King's Mill		7 49	2 22
4 39	9 09	*Sulphur Springs		7 46	2 20
4 41	9 11	**Corman Siding		7 44	2 18
4 45	9 14	Montebello Park		7 41	2 15
4 46	9 15	*Weaver		7 40	2 14
4 51	9 19	*Roddy		7 36	2 09
4 54	9 22	*Hoffman		7 33	2 05
4 56	9 24	*Royer		7 31	2 03
4 59	9 27	*Mahanoy		7 28	2 00
5 10	10 43	Bloomfield		7 23	1 41
5 16	9 49	*Tressler		7 09	1 36
5 21	9 54	*Nellson		7 04	1 31
5 24	9 57	*Dum's		7 01	1 28
5 27	10 05	Elliotsburg		6 58	1 25
5 32	10 07	*Bernheisl's		6 51	1 20
5 34	10 17	*Green Park		6 48	1 18
5 37	10 30	*Montour Junc		6 33	1 15
6 02	10 35	Landisburg		6 28	1 50
p. m	a. m	Arrive	Leave	a. m	p m

Train leaves Bloomfield at 5.58 a. m., and arrives at Landisburg at 6.23 a. m. Train leaves Landisburg at 6.08 p. m., and arrives at Bloomfield at 6.40 p. m.

All stations marked (*) are flag stations, at which trains will come to a full stop on signal.

CHAS. H. SHILLEY, President. S. H. BOOK, Supt.

NEWPORT AND SHERMAN'S VALley Railroad Company. Time table of passenger trains, in effect on Monday, May 18th, 1896.

STATIONS.	West-ward. 3 P M	West-ward. 1 A M	East-ward. 2 A M	East-ward. 4 P M
Newport	6 05	10 35	8 30	4 00
Buffalo Bridge	6 08	10 38	8 27	3 57
Juniata Furnace	6 12	10 42	8 23	3 53
Wahneta	6 15	10 45	8 20	3 50
Sylvan	6 25	10 52	8 16	3 46
Water Plug	6 22	11 01	8 11	3 41
Bloomfield Junct'n.	6 31	11 09	8 08	3 33
Valley Road	6 39	11 09	8 00	3 23
Elliottsburg	6 51	11 21	7 45	3 15
Green Park	6 54	11 24	7 40	3 10
Loysville	7 05	11 35	7 34	3 04
Fort Robeson	7 11	11 41	7 26	2 56
Center	7 15	11 45	7 15	2 49
Cisna's Run	7 21	11 51	7 15	2 45
Andersonburg	7 27	11 57	7 10	2 40
Blain	7 35	12 05	7 03	2 32
Mount Pleasant	7 41	12 11	6 58	2 24
New Germant'n	7 45	12 15	6 50	2 20

D. GRING, President and Manager
C. K. MILLER, General Agent.

FARQUHAR
Variable Friction Feed
SAW MILL
and
Ajax Center Crank Engine
Rapid, accurate, strong and simple, with large capacity. Engines on sills or wheels. Strong and safe. No Farquhar Boiler has ever exploded. Also standard agricultural implements generally. Hay Presses a specialty. Send for Catalogue and prices to
A. B. FARQUHAR CO., Ltd., York, Pa.

HENCH & DRONGOLD'S
SAWMILL AND ENGINES
A wonderful improvement in Friction Feeds and Gigs-Back. Back motion of Carriage 3 times as fast as any other in the market. Friction Clutch feeds, causing all the feed gearing to stand still while logging; great saving in power and wear. Catalogue and prices free. Also Spring Harrows, Cultivators, Corn Planters, Shellers, etc.
Mention this paper.
HENCH & DRONGOLD, Mfrs., York, Pa.