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are Developed, and the Body Robust.

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hey relieve the engorged Liver, cleanse e Blood from poisonous humors, and use the bowels to act naturally, with-twhich no one can feel well. ry this remedy fairly, and you will gain ealthy Digestion, Vigorous Body, Pure odd, Strong Nerves, and a Sound Liver, ice, 25 Cents. Office, 25 Murray St., N. Y.

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ndence freely answered by Physicians.

**TUTT'S** 

REMEDY

Under the above heading the Pittsurgh Com-Gazette of a late date conained a very interesting account of all the railroads running into the two ities, with their connections and branches, and from this article we make the following extracts which are of local interest: Railroads depend on their tonnage

or success, and it is this fact that has turned the eyes of the managers of alost every large system operating in New York, Pennsylvania, the Virinias and Ohio to Pittsburgh. The nnage of Pittsburgh is acknowledged o exceed that of any other city in the Inited States, and consequently all the reat carrying companies are anxious receive their share. This fact withn the past few years has inaugurated a egular railroad boom in the attempt to reach this city and the coal territory contiguous thereto. Coal furnishes ne great part of the immense tonnage, and a number of lines have been content to reach after it, but the great majority have ruled that to come thus far means to come entirely, until to-day there is hardly an accessible avenue between the hills leading into Pitts burgh and Allegheny but that is occupied, if not with a railroad, at least with a charter for a railroad.

THE GREAT RIVALS. At present there are three great syspany system, the second the Vander-Ohio and the Pittsburgh & Western system combined. Dependent branch railroads are as plentiful as mushooms, and a network of independent lines has completely surrounded the approaches to this busy industrial cen-Other trunk systems are creeping in, either by independent lines or by excellent traffic arrangements with iven below were secured directly from heir connections are described independently, and the growth of the past ear can be easily comprehended.

reation of stems for handling the overflow freight from the main line. This tunnel was built by first bracing the tunner was built by districtly confined to the crumbling sides by timbers and as the how could she hab stood still if she borings proceeded bulk-heads were hadn't a been a-goin?' also been recognized by the Pennsyl- placed to hold up the cinder. The side vania Company's lines going west from Pittsburgh, which are being double, feet thick at the base, resting on a bed treble and quadruple tracked essential distances. These improvements have rest on an inverted arch of concrete mostly been commenced or completed covered with eighteen inches of ballast. within the past year and have cost hundreds of thousands of dollars. In addition, great freight engines have brick and covered with engineer in the work is supported with heavy iron girders, arched with double lines of brick and covered with concrete. Work been added to the service and other was commenced on the tunnel August improvements made in the motive 1, 1882, and it is about finished. It is power. Of the greet improvements to the main line, the preparation of the quired the removal of 80,000 cubic feet West Penn railroad for transfer of of cinder. In its construction 12,000 through Pittsburgh freight from Boli- cubic yards of masonry were used, 468 ver to Allegheny without passing iron girders, 1,000,000 bricks, 14,000 through Pittsburgh is most important. barrels cement and 7,000 yards of con-The West Penn railroad as at present crete. The tunnel cost \$400,000, operated is sixty-six miles in length which includes the cost of repairs to rom Allegheny City to Blairsville in- Jones & Laughlin's mills. tersection, which is fourteen miles longer than the main Pennsylvania compromise, in addition to the press of cordial. The first named sees in the where it crosses the Allegheny river, is a low-grade, but from there to Blairs clined plane to the river is being built ville intersection the grades are also 52 by both roads to connect them by volves the reduction of this grade to a completed. This transfer will be comween Blairsville and Blairsville intersection makes a low-grade line impracticable, and it has been necessary to through the Packsaddle Gap to a con-

nection with the main line at Boliver, eight and a half miles long. OTHER WEST PENN CHANGES. Run and Saltsburg necessitated a new feet under ground, and emerges a short descendent of George Cleves, who route, which followed the Kiskimine- distance from the Pennsylvania rail- founded the city of Portland, Me., in tas river and the line of the old Penn- road at Millvale. The Junction passes 1836- He is 44 years old, a graduate to get a short line with good aline-ments, the Salira tunnel was built vania railroad overhead will be seen bridge thrown across the Kiskiminetas Junction continues down Skunk Hol-& Co., of New York. Two-thirds of and continuing to the Allegheny river, its length is on a six degree curve and crossing that stream on the same structhe remainder is on a tangent. It is a great piece of tunnel building and it tracks on the north bank. bas probably the largest section of any double track tunnel in the world, being twenty-eight feet wide at the springing

two and one-half years in building under the personal supervision of J, N. DuBarry, third Vice President of the river and the other paralleling the in chief. The work is virtually completed now, but the dressing up of the this work has been let. A joint traffic line will defer the opening until September 10. After that date through & Ohio and the Pittsburgh & Western West bound freight will leave the warrants sufficient traffic to insure the main line at Boliver and continue over investment from the date of opening. the West Penn to Sharpsburg, where The road will be in operation by April a traffic arrangement with the Pittsburgh & Western railroad allows the use of its river front tracks through Allegheny to Wood's Run, where the Pittsburgh Ft. Wayne & Chicago The present tracks are entered upon.

passenger service over the West Penn road will be continued. A branch of the West Penn railroad extends from Freeport to Butler, Butler county. On Thursday evening, August 9, the extension of the Shenango and Allegheny railroad from Hilliard to Butler was completed. The Shenango & Allegheny is now a road burgh, Bradford & Buffalo railroad was running from Shenango, on the Erie & Fittsburgh and the New York, Penngave the P. & W. 206 miles of road sylvania & Ohio to Butler, and will complete, and since then thirteen miles give a through cut-off from Pittsburgh between North-western Pennsylvania gauge branch to New Castle, that part and the East.

VANDERBILT'S HAND.

The second great trunk system assured to Pittsburgh is the Vanderbilt. The Philadelphia & Reading railroad gives entrance to New York and Phil-At present there are three great sys- adelphia and Harrisburg. The Pittstems of railroads operated through burgh & Lake Erie railroad passed in-Pittsburgh or in course of construction and positively assured. The first of and gives him connection West with these east and west is the Pennsylvania his Lake Shore & Michigan Southern railroad and the Pennsylvania Com- railroad. The Harrisburg & Western, 220 miles long, will be built by the bilt, and the third the Baltimore & Vanderbilt-Gowan syndicate, who promise the contracts for grading will be let by September 15. will run direct from Harrisburg to a The main line then passes through the junction with the Pittsburgh, McKees- lumber regions of Clarion and Forest port & Youghiogheny railroad near Broadford. A half million dollars bridge will cross the Susquehanna at the 13th passenger and freight traffic Harrisburg, and ten tunnels between Harrisburg and Broadford will run what would ordinarily be competing the cost of the road up to \$100,000 lines, but who are gladly extending per mile. This road has been described terms in order to keep new lines out.
The importance of Pittsburgh as a railroad centre, unknown to a great majority of the general public, has of the system, as the Pittsburgh, Mcrompted this sketch, and the facts Keesport & Youghiogheny is practically finished and will be opened before officials of the different roads by a reporter. The different systems and Pittsburgh, McKeesport & Youghogheny railroad has its Pittsburgh terminus at a junction with the Pittsburgh ear separately, so that the increase of & Lake Erie tracks at the foot of South R. & P. being divided there for the railroads in this section within the past | Twentieth street, and follows the river | Pittsburgh & Western and the Allebank to Twenty-sixth street, where it The parent of all Pittsburgh rail-oads, the Pennsylvania railroad, has way. This tunnel passes under Jones there is only about forty miles of it not seen fit to lay behind its younger & Laughlin's great iron works and is which cannot be made standard gauge competitors, and while the new projeects were building their main stems
the old reliable was constructing its

the old reliable was constructing its

A Laughin spleat hour lists built enby widening the track. Twenty-five
miles of this distance is between
refuse and at no place is the summit of
Clarion Junction and Allegheny and branches and fortifying itself for a con- the covered roof more than eight to fifteen miles between Parker and Buttinuance of a greater part of certain eleven inches below the surface of the ler. traffics. In addition to this the Penn- ground above. Overhead the mills ylvania railroad has been preparing to are working day and night and a fifty ton engine with train passes over this capacity by improvements to road-bed, thin partition hundreds of times daily. the building of additional track and the The tunnel is forty feet in depth and thirty feet wide, double tracked. The

> built on a two-degree curve and re-THE B. & O. SYSTEM. The relations between the B. & O. and

> walls are twenty-two feet high and 71/2

maximum of twenty-one feet to the pleted next month. The Pittsburgh nile. The difference of elevation be- Junction railroad will connect the Pittsburgh & Lake Erie on the south bank of the Monongahela by a bridge across the river at Glenwood with the extend the West Penn from Blairsville B. & O. Four mile run is then followed across the country lying between the Monongahela and Allegheny rivers. When Neville street is reached the tunnel, a fraction over six thousand The heavy grade between Roaring feet long, is encountered. This follows the line of Neville street, sixty sylvania canal. Near Salina the river under the Pennsylvania railroad tracks, makes a series of bends, and in order and the sight of the Pittsburgh East through a point above Salina and a when the latter road is built. The river at its eastern terminus. The low to the corner of Thirty-third and salina tunnel is one-fourth of a mile Liberty streets, where it takes to a beautify our life. long and was built by Thomas Rutter bridge, crossing Penn avenue overhead

THE JUNCTION BRIDGE. This bridge will be more than one mile in length, and the construction of The road is single tracked, but has its piers has been commenced. The double track masonry, tunnel and contract for building the junction was

Samuel Rea is the engineer same road down the river to Eleventh The Pittsburgh & Western to-day

comprises in its system a standard gauge line from Pittsburgh to New Castle, and the Pittsburgh, Bradford & Buffalo railroad. The third rail on this line to Callery junction makes the road also a narrow gauge into the city. Its river front terminal extends for one mile along the Ohio river and along the north shore of the Allegheny river from its mouth to Sharpsburg, a distance of four miles. Two months ago the merger of consolidation of the Pittsbetween Wurtemberg, Beaver county and New Castle, was built during the present year, giving sixty miles of standard gauge main line. At New Castle connection is made with the Pittsburgh, Cleveland & Toledo road, now building, with the Buffalo, New York & Philadelphia, and with the Sharpsville railroad. The Pittsburgh, Bradford & Buffalo railroad is a firstclass example of the narrow gauge system in Pennsylvania. The road commences at Foxburg properly, but has been extended to Callery Junction on the main stem. From Foxburg out the first branch is at Clarion Junction. This road six miles of road extending to Clarion counties into McKean county at Kane, eighty-two miles from Foxburg. On was opened into Kane. The most important work on the Pittsburgh & Western at present underway is the 12 mile branch to Mt. Jewett, where the road will connect with the New York, Lake Erie & Western railroad over that portion used by the Rochester & Pittsburgh. This connection will be completed by October 1, and arrangenents have been made for laying the third rail into Bradford. This will allow the three roads to use the one line into Bradford, and will result in Pittsburgh business over the Erie and the gheny Valley. Of the entire length of

### "De Sun Do Move."

sun stan' still for de rest ob de day,

"From the rising of the sun unto the going down of the same the Lord's name is to be praised.' But if somebody says de sun don't rise an' go down, he robs de Lord ob his praise, like all dis yer blasphemin' science.' 'The sun hasteth to his place where

he arose :' but what a fool to t'ink de sun c'uld be a hurryin' up to get ready to rise, if de sun couldn't move!" "The sun returned ten degrees,

which degrees it was gone down.' de sun didn't move, poor Hezekiah would neber got well, an' had no mo' hope in de name ob de Lord dan dese modern scientifiking fellows what are goin' to be sunk deeper dan de Jehovahfat Valley fur dar awful lyin."

Brother Jasper's indignation was especially fiery against such men as 'dat yar Mister Copper-nicus and Mister Snewtons what tells us dat de arth ville intersection. The cause for the the Pittsburgh & Western are the most am roun' an' a floatin' on noffin' when business on the main line, is to make a latter a short through route to the Guess I'se been as near de bottom ob low-grade division. Between Pitts- northwest, and the last named in the de arth as any ob dem folkses; seben burgh and Derry station the main line B. & O. a direct through line to the huner an' fifty feet in a mine shaft, an' Derry to Conemaugh a comparatively low grade is used. The West Penn road from Allegheny to Freeport, where it crosses the Allegheny river, is a low grade is used. The west Penn road from Allegheny river, is a low grade is a low grade is used. The west Penn road from Allegheny river, is a low grade is used. The west Penn road from Allegheny river, is a low grade is used. These peeps into the future have sign ob gittin' through it; not a wink sign ob gittin' through it; not a wink sign ob daylight from de udder side. O, de irreb'rince ob sayin' de arth am road, when de Lord say in Raberts with a mine snait, an' learned your language and music. Before I learned your language and music. Before I learned your language and music was sign ob gittin' through it; not a wink simply a jumbling of deafening noise in my ears. The first piano I heard in San Francisco nearly drove out my roun,' when de Lord say in Raberts. clined plane to the river is being built tion dar am four angels a-stannin' on de four corners ob de arth a holdin' on feet and over. The improvement in water transfer until the Junction is to de four winds! Dese scientifiking men can lie so as to make black white; but dey can't make what's got four corners onto it roun;' dey can't square de circle in dis yer respect."

-The wives of W. J. Florence, of the late Barney Williams and of George Brown, of theatrical and chophouse fame, were the Pray sisters, who were dancers on the stage before they became regular actresses.

-Mr. W. W. Thomas, of Maine, the new Minister of Sweden, is a lineal of Bowdoin, and a lawyer.

-Let us beware of losing our enthusiasms. Let us ever glory in something, and strive to retain our admiration for all that would enoble, and our

### Did She Die?

"No; she lingered and suffered along, pining away all the time for years, the doctors doing her no good; and "at last was cured by this Hop Bitters "the papers say so much about. In-"deed! indeed! how thankful we should "be for that medicine."

bridges. A bridge has also been erected at Boliver and the road generally completed between Boliver and Blairs-rille. The improvements have taken will be about four miles, which in-

HOW THE HEATHEN SEES US.

American and Chinese Customs Contrasted-Wah Hing says the Chinese are not Idolaters--the Missionary's Game.

#### rom the Chicago Herald.

A Herald representative lately rode from Chicago to St. Louis in company with Wah Hing, a Chinese student, who is en route from an eastern college to his oriental home, the orient being west nowadays. Mr. Wah is a de lightful little gentleman, who permitted the reporter to give his curiosity full swing and answered his questions with a gravity that made him feel somewhat abashed

'How do you Chinamen tell each other apart? You all look alike to me." 'Ah, that is not strange. When I first came to America I could not get acquainted with many, for everybody looked like everybody else. Especially did the women bother me. I suppose it was because the general appearance of their dress was more similar than that of the men. But I had trouble in identifying men. I think, perhaps, the same is true of all people. Ne-groes still look like each other to me; and I am almost sure I never could learn to tell Indians apart. Don't you think it takes a good while for a person to overcome the tendency to look at new things in too general a way? Now, babes all look alike to me, even those of my own nationality. I think when you have become acquainted with a few Chinese persons you will cease to look at their yellow skins and almond eyes and long hair as the only eatures worth seeing.'

'Tell me, Mr. Wah, or Mr. Hing, which is your family name?' 'Wah is my family name. Hing is ny Christian name.

'Why do you Chinese have your names upside down?' 'We don't; it is you whose name is backward. What was your name when you were born?'

'Blunt.' 'Well, when did you get your other

'About three months afterward. I

suppose.'
'Then why do you place the one got last ahead of the one you got first?" 'Gracious,' mentally ejaculated the reporter, 'are the heathens coming over here to give us a reason for everything they do? If they are I don't wish to

argue these cases with them?' 'Yes', continued Mr. Wah, Americans are a sort of wrong-end-up people in more ways than one, judged rom a Chinese point of view. t is day in China it is night here. When we are walking about with our heads up you are sticking to the under side of the earth like flies on a ceiling. Nature seems to have intended to have us in a direct contrast with you, and so most of our customs are reversed. Your boys do all the playing, and your old men are quiet and sedate. In | not to yield another inch in t China the old men fly the kites and ter of apportionment, but if they can BY REV. JNO. JASPER, OF RICHMOND, VA. play the games and the boys stand When 'de history run afoul ob de and look on. Here you have abomi-Amelikites, an' Joshua he made de nably hot dinners and freezing cold and look on. Here you have abomi- adjourn and relegate the matter to the wines. At home our wines are served hot and our big dinners cold. When you meet an American he takes off his hat; when you meet a bare-headed owing to a want of a quorum. The Republican Senators had a grand jubiquickly as possible. When you salute

friend here you shake his hand and squeeze it, perhaps, until it hurts him.
I don't wonder your handicraftsmen are not as cunning with their fingers as the Chinese; they have all the delicacy squeezed out of them by shaking hands in this barbarous fashion of yours. In China we salute a friend by one of our own hands in the other, and we are very careful not to squeeze it until the fingers stick together, as you Americans sometimes do. In your art, too, I notice that you think only of perspective; in Chinese art there is hardly a thought of perspective. We make figures without distance, you make distance without figures.'

'Is there any such thing as music in China ?' 'Oh, yes, we have some excellent music; but you could not appreciate it until you had learned our language. There is a very close connection tween language and music. Before an unmusical mob to walk in the streets. Now that I know the language, like the music of this country and Europe and can play a little on the piano. But still a Chinese orchestra is better, I think, though you would probably think it made only a very poor quality of racket.' 'Are the Chinese idolaters?'

'Certainly not. The Buddhistic religion is very much like the Christian, except that it is a good deal older and has suffered the priests to ring in a few more superstitions. The Confucian religion is really only a code of morals. By the way, Confucius lived five centuries before Christ, and taught just about the same things. Might not some of the Christian ministers defend their plagiaristic practices by referring to Christ's golden rule, which was al most identical to the word with the golden rule of Confucius-'Whatsoever ye would not that men do unto you do interest in all that would enrich and ye not so unto them'? Take out the 'not' and you have the Christian text. Now, as for idolatry, I can tell you where that idea came from. In almost every house in China there hangs a which is acknowledged by the medical picture of an old man and a young child. The one national wish of China is to be as wise as age and as innocent as infancy. Instead of the morning prayers that Christian families have, the Chinese bow before these pictures

and renew their resolutions for another -King Kalakua has raised a rum- day. Missionaries who don't object fore their crucifix and call it holy, de-lout Peruna.

clare us idolaters because we bow be fore an emblem of wisdom and innocence. In some parts of China there are temples with stone or metal gods in them, but those gods are no more sacred than the statues of Christ or the paintings of Mary in many an American church. They are representations of an idea, that is all.

'Speaking of religious, I must tell you what I thought of America when road, I noticed crosses stuck in the ground every few rods beside the track. They were held in place by wires that ran from one to another; though I supposed, of course, that they were religious emblems until I learned that they were telegraph poles with cross

'I wrote home some wonderful things about this country when I first came here. As we were coming through bridge over a creek, and the engineer went down and found a girl baby in the water. I at once wrote home that drowning their surplus female children. Not long after that I heard for the first time that some such story had gained currency in America about China. I suppose it started in somewhat the same manner.

'Is it true, Mr. Wah, that the Chinese give away their babies?' 'It is just as true as that they drown

them. No, they do not give them away. I suppose that story started from the fact that Chinese mothers very often change babies for weeks and months at a time. You know they begin training children there almost as soon as they are born; and as there are no schools for infants the mothers trade babies, because it is a well-established fact that a mother's love blinds her to the faults of her own chilmy given name—what you would call dren which others can plainly see.
my Christian name.'
Then, too, the child is apt to have the same faults as the mother, and you know we do not see our own faults as others see them.'

#### State Press Notes.

—The Catawissa News-Item says the ten dollars a day which Legislator Hines draws is wasted on a dollar and a half man.

-The Indiana Messenger thinks the over-flowing State Treasury will cheer the hearts of the ten-dollar Legislature for some time yet.

-The Williamsport Gazette and Bulletin wants to know if Chairman Hensel proposes to assess the Demo-eratic Governor and ten-dollar-a-day legislators for campaign funds this year.

-The Pittsburgh Dispatch is of the opinion that for a good fat sinecure the position of members of the Pennsyl-

vania Legislature in this year of Lord is equaled by few and excelled by -Chairman Hensel's Lancaster In-

telligencer is advising the Democrats get no con cessions from the Senate to people to decide.

HARRISBURG, August 10-The House met and adjourned until Monday eve-ning. No business was transacted, Republican Senators had a grand jubi-lation last night over the breaking away of Coxe and the others, and it is freely predicted that the Legislature will get away on Tuesday, August 21st, the day set in the Senate resolu-tion for final adjournment, but the Governor may throw a bombshell into camp by vetoing the appropriation bill on the ground of no work no pay. Should he do this the average Legislator who has sat not exceeding three hours per day during three days in the week would get little sympathy.

-The Philadelphia Record tersely suggests that those representatives in the Legislature who find it impossible, in consequence of party fealty, to obey the mandate of the Constitution requiring them to apportion the State into districts should resign their places. This is the only way to honorably escape the performance of an oath-bound

-Mr Frederick Singer, Slackwater, Pa., says: "I had dyspepsia for six years. I used Brown's Iron Bitters and felt immediate relief.'

-There are nearly six thousand Americans residing in Paris. -Even when trade is rather dull in other lines, there is generally a bustle

in dry goods stores. -Mrs. Zachariah Chandler, of Michigan, is now living in Maine with her daughter, Senator Hale's wife.

Fast, brilliant and fashionable are the Diamond Dye colors. One package colors 1 to 4 lbs. of goods. 10 cents for any color.

-A calculation made at the Postoffice Department shows only one registered letter in every 13,000 is lost. -It may be doubted if any man who worked in the right way ever died

### Peruna.

of work.

This medicine was introduced to the medical profession and to the public at large by S. B. Hartman, M. D., in 1877, after he had prescribed it to over 40,000 patients in almost every disease to which flesh is heir.

It wholly composed of numerous vegetable ingredients, each one of profession to be the most potent of all the herbal remedies known to medica

But its grate virtue is mainly attributable to the new and peculiar pro-

portions in which the harmonious in gredients are combined, and to the extreme care exercised in its manufacture, using only the pure, active prin-ciples, and excluding all that is crude or irritating. No one should be with-