

RAILROAD TIMETABLES

THE DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD.
Time table in effect December 15, 1895.

Trains leave Drifton for Jeddo, Eckley, Hazle Brook, Stockton, Beaver Meadow Roads, Rosin and Hazlet Junction at 5:05, 6:00 a. m., 4:15 p. m., daily except Sunday; and 7:05 a. m., 2:35 p. m., Sunday.

Trains leave Drifton for Harwood, Cranberry, Tomlinson and Deringer at 5:30 a. m., daily except Sunday; and 7:30 a. m., 2:35 p. m., Sunday.

Trains leave Drifton for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepton at 6:00 a. m., 4:15 p. m., daily except Sunday; and 7:05 a. m., 2:35 p. m., Sunday.

Trains leave Hazlet Junction for Harwood, Cranberry, Tomlinson and Deringer at 6:05 a. m., daily except Sunday; and 8:05 a. m., 4:22 p. m., Sunday.

Trains leave Hazlet Junction for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepton at 6:20 a. m., 4:30 p. m., daily except Sunday; and 7:15 a. m., 3:15 p. m., Sunday.

Trains leave Deringer for Tomlinson, Cranberry, Harwood, Hazlet Junction, Onedia, Harwood Road, Humboldt Road, Onedia and Shepton at 6:25 a. m., 4:35 p. m., daily except Sunday; and 8:20 a. m., 4:30 p. m., Sunday.

Trains leave Shepton for Onedia, Humboldt Road, Harwood Road, Onedia Junction, Hazlet Junction and Drifton at 6:35 a. m., 4:45 p. m., daily except Sunday; and 8:30 a. m., 4:35 p. m., Sunday.

Trains leave Shepton for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 6:55 a. m., 5:05 p. m., daily except Sunday; and 9:10 a. m., 5:15 p. m., Sunday.

Trains leave Hazlet Junction for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 7:15 a. m., 5:25 p. m., daily except Sunday; and 9:30 a. m., 5:30 p. m., Sunday.

All trains connect at Hazlet Junction with electric cars for Hazlet, Onedia, Onedia Junction and other points on the traction company's line.

Trains leaving Drifton at 6:00 a. m., Hazlet Junction at 6:22 a. m., and Shepton at 7:11 a. m., connect at Onedia Junction with Lehigh Valley trains east and west.

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L. H. C. SMITH, Superintendent.

LEHIGH VALLEY RAILROAD.

May 17, 1896.

Anthracite coal used exclusively, insuring cleanliness and comfort.

ARRANGEMENT OF PASSENGER TRAINS.

LEAVE FREELAND.

6:05, 8:45, 9:05, 10:41 a. m., 1:40, 2:55, 3:25, 4:34, 6:12, 7:10, 7:45, 8:10 p. m., from Hazlet, Jeddo, Lumber Yard, Stockton and Hazlet.

6:05, 8:45, 9:05 a. m., 1:40, 2:55, 3:25, 4:34 p. m., from Mauch Chunk, Allentown, Bethlehem, Phillips, Easton and New York.

6:05, 9:05, 10:41 a. m., 2:41, 4:34, 7:10 p. m., from Mahanoy City, Shenandoah and Philadelphia.

7:35, 7:55, 10:05 a. m., 11:05, 5:15 p. m., for sandy Run, White Haven, Glen Summit, Wilkesbarre, Pittston and L. and E. Junction.

8:45 p. m. for Hazlet and Allentown.

SUNDAY TRAINS.

10:50 a. m. for Sandy Run, White Haven, Glen Summit and Wilkesbarre.

11:40 a. m. for Drifton, Jeddo, Lumber Yard and Hazlet.

3:54 p. m. for Delano, Mahanoy City, Shenandoah, New York and Philadelphia.

ARRIVE AT FREELAND.

7:35, 7:55, 9:20, 10:56, 11:54 a. m., 12:56, 2:20, 5:15, 6:07, 6:28, 8:35 p. m., from Hazlet, Stockton, Lumber Yard, Jeddo and Drifton.

7:35, 9:30, 10:56 a. m., 7:10 p. m., from Delano, Mahanoy City and Shenandoah (via New Bedford Branch).

12:56, 2:15, 5:20 p. m., from New York, Easton, Philadelphia, Bethlehem, Allentown and Mauch Chunk.

9:20, 10:56 a. m., 12:56, 5:15, 7:10, 8:35 p. m., from Easton, Philadelphia, Bethlehem and Mauch Chunk.

9:36, 10:41 a. m., 2:34, 7:10 p. m. from Sandy Run, White Haven, Glen Summit, Wilkesbarre, Pittston and L. and E. Junction.

SUNDAY TRAINS.

10:50, 11:31 a. m. and 3:10 p. m., from Hazlet, Lumber Yard, Jeddo and Drifton.

11:40 a. m. from Delano, Hazlet, Philadelphia and Easton.

10:10 p. m. from Delano and Mahanoy region.

For further information inquire of Ticket Agents.

CHAS. S. LEE, Gen'l. Pass. Agent, Philadelphia, Pa.
ROLIN H. WILCHIE, Gen. Supt. East. Div., A. W. NONNEMACHER, Asst. U. S. P. A., South Bethlehem, Pa.

NOTICE is hereby given that P. M. Sweeney, of Freeland, Pa., will file in the office of the secretary of the commonwealth for the purpose of registration under the act of assembly approved May 8, 1889, the following described real estate, to-wit: One lot, by him and of the names and maris impressed thereon:

FIRST CLASS: Made of white flint glass known as quart siphon, having impressed upon them the following names or marks in circular form: "P. M. Sweeney, Freeland, Pa."

SECOND CLASS: Made of light green glass and known as a half-pint soda water bottle, having impressed upon them the following names: "P. M. Sweeney, Freeland, Pa." and on the reverse side, "This bottle not to be sold."

THIRD CLASS: Made of light green glass, cylindrical in form and about ten inches high, having on one side the following names impressed upon them: "P. M. Sweeney, Freeland, Pa." and on the reverse side, "This bottle not to be sold."

FOURTH CLASS: Made of white flint glass, one pint capacity, having impressed on one side in elliptical form the following names: "P. M. Sweeney, Freeland, Pa." and underneath the above the word "Registered" and the lower portion of the bottles is encircled by a scalloped design.

All persons are cautioned against filling, using, buying or selling said bottles or having the same in his, her or their possession for the purpose of drinking or trafficking therein, as doing so is a crime punishable by fine and imprisonment. Chas. Orion Strodt, Attorney, Freeland, Pa., July 29, 1896.

POLITICAL ANNOUNCEMENTS.

FOR COUNTY COMMISSIONER—
THOS. M. DULLARD, of Wilkesbarre.
Subject to the decision of the Democratic county convention.

FOR COUNTY COMMISSIONER—
HENRY MARTIN, of Hazlet.
Subject to the decision of the Democratic county convention.

FOR SENATOR—
DANIEL J. MCCARTHY, of Freeland.
Subject to the decision of the Democratic central convention.

FOR REGISTER OF WILLS AND CLERK OF ORPHAN COURT—
JOHN J. BRISLIN, of Sugar Notch.
Subject to the decision of the Democratic county convention.

Harness!

Light Carriage Harness, \$5.50, \$7, \$9 and \$10.50.
Heavy Express Harness, \$16.50, \$19, \$20 and \$22.
Heavy Team Harness, double, \$25, \$28 and \$30.

GEO. WISE,
Jeddo and Freeland, Pa.

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FREELAND, PA., AUGUST 6, 1896.

Looking at It the Wrong Way.

The TRIBUNE at all times desires to be fair in matters in which the public is interested, and we always willingly give space to the "other side." In our "Live Question" department today appears an article from the pen of A. F. Broomhall, of Cincinnati, who has attained no small amount of notoriety through his economic writings. He takes, what we consider, a pessimistic view of the situation, and fails to remember the first lesson which every single taxer has been taught—to push forward on the line of the least resistance. His opinions, we might state, are not concurred in by the great army of single tax people. They agree with him that the results of re-mentation of silver may be disappointing to some, to those who can see no further than bimetalism, and do not claim that free coinage will act as a panacea for all the social ills of the nation. In living up to the bimetallic standard they have done so because they believe a double is better than a single system, and by destroying the monopoly of money that exists they will remove the greatest ally of landlordism. That will make the work which Mr. Broomhall is interested in so deeply so much easier when the land question is the issue, and it will be the next issue of free silver wins in November.

Like many others, the writer of "What Silver Will Not Do" fails to realize what silver will do. Granting that its re-mentation will not inaugurate the millennium and that the result may be somewhat disappointing to some of its overzealous advocates, the fact that the money question introduces a new era in American politics should not be lost sight of for an instant, and Mr. Broomhall is sufficiently looked to appreciate the great benefit that will be to the single tax. Before natural taxation can become a national issue the voters must learn political independence, and if they can learn that through the discussions on the money question, and then demonstrate their power at the polls and at the same time break the money monopoly and give the nation a sound financial system, it will be the greatest aid that the single taxers could ask for.

With the power of money lessened or destroyed, other necessary and important reforms can follow the silver issue on, like it, to victory. Single taxers are sufficiently strong and influential enough to prevent the reform movement from diverging from the straight course. They have kept the one main object in view in every campaign of recent years, and their strength has been an important factor in guiding the voters in the right direction. The election of Cleveland in 1892 was evidence of this, and the overwhelming defeat of his party two years later, because of the party's betrayal of the trust placed in it, was still more convincing proof that single taxers hold the balance of power and can keep one party either moving in the direction desired or not moving at all.

The trouble with Mr. Broomhall is he cannot adapt himself to circumstances. He is one of the aggressive men who have enrolled under George's banner, but prefers to do nothing rather than spend time battling for any issue that is relatively of less importance than natural taxation. Therein he shows that he underestimates the advantage which will be gained by having the side questions settled before taking up the land problem, and his reference to the hearts and heads of the silver men comes back with peculiar application to himself.

Schuylkill Republicans met on Monday and nominated C. N. Brumm, of Minersville, for congress. The St. Louis platform was endorsed, and a resolution declaring for international bimetalism was defeated. Brumm is an avowed free silverite, but promised to stand on the platform. As soon as he did this the free silver element left the convention and issued a call for a meeting tomorrow to decide what the Republican silver men of the county should do. The county is a strong silver locality, and the voters predict Brumm's defeat if he sticks to gold.

In Lackawanna county on Tuesday William Connell, the coal operator, was nominated for congress on the Republican ticket. Congressman Scranton's faction did not go near the meeting, and the proceedings were listless. Connell is a goldite, and the most prominent Republicans concede that the silver men of the party and Scranton's friends will defeat him.

Sam Losch has been nominated in Schuylkill county for state senator to succeed Senator Keefer.

LIVE QUESTIONS.

A Series of Articles Contributed by Advanced Thinkers.

WHAT SILVER WILL NOT DO.

"The bimetallic standard will make the United States the most prosperous nation on the globe," says an authority on silver. If these words are true, no patriot should deny free silver his support. But are they true? It is said that all the gold in the world would make a cube but 22 feet long, 22 feet wide and 22 feet high; that all the silver in the world would make a cube 66 feet long, 66 feet wide and 66 feet high, and that in dollars at a ratio of 16 to 1 there would be about the same number of dollars of silver as of gold.

Therefore the free silver proposition, when reduced to its lowest terms, is as follows: The world now coins a block of gold 22 feet each way, and we propose to make this the most prosperous country on the globe by coining a block of silver which is 66 feet each way. That is, we propose to coin the equivalent of another block of gold 22 feet each way and make everybody prosperous and happy.

The hearts of the silver men are right, but their heads are wrong. The prosperity of this or any other country does not depend upon the coinage of a block of silver 66 feet each way. No amount of increase in the number of pieces of metal or the number of pieces of paper called dollars would bring any permanent relief to those whose only source of supply is the labor of their brains and hands. Dollars are nothing to them, but the opportunity to exchange their labor for the necessities of life is life itself.

If we had free coinage, we would have double the number of dollars, but who would have them? It would not be the laboring man. It would not be the House of Burgesses. But then, as now, the House of Burgesses have all the dollars, white and yellow, and the only way that labor could get them would be to toil for them.

And he who thinks that monopoly would really yield its white dollars for less toll than its yellow ones is leaning upon a broken reed.

What men get for their labor is not determined by the number of dollars, but by the number of men in the country. It is competition in the labor market that fixes the rate of wages, and until the free coinage of men can show that by doubling the number of dollars they can decrease competition among men for opportunity to labor they have no right to say that free coinage will help the poor.

Silver men denounce the crime of 1873 and confidently assert that if silver had not been demonetized that this country would have been contented and prosperous today.

Suppose that there had been no silver to demonetize or that all the silver in the world had been turned into gold and that the nations of the earth had coined it all—that instead of coining one block of gold 22 feet each way they coined two such blocks. Would that have prevented the concentration of three-fourths of the wealth of the country into the hands of 250,000 families?

Would that have prevented 6 per cent of the population of New York from owning all of Manhattan Island? Would every citizen of Cincinnati have owned his own home, or would 13 per cent of her people own the whole city, as they do now?

It is idle to attribute our social ills to such a cause. The silver men prescribe for mumps when their patient is dying of consumption.

It was not "the crime of 1873" which caused our social ills, but a crime as wide as the world and almost as old as the race.

Our forefathers, few in number, found a virgin continent with leagues of unpeopled soil, free to all who would till it. They were not rich, but they were prosperous and free. There are still leagues of unpeopled soil, but it is "walled round with paper against God and man," while we are confronted with the hard conditions which prevail in every country where men are plenty and land is scarce.

"The commercial value of any commodity depends on the supply and demand. If the demand for a particular commodity is continually rising and the supply does not increase, the commercial value will continually rise."

A leading free silver advocate uses this as applied to gold, but there is only one commodity to which it applies with all its force, and that is land. Land, the source of all supply, is limited in supply and the demand is constantly increasing.

The mere ownership of gold could never give permanent power.

The owners of land would soon demand it all for the privilege of staying on the earth. Landowners would become, as they are now, the owners of gold and nearly everything else.

It is a mistake to suppose that the owners of gold form a distinct class. They do not. They are simply rich men who are the owners of the land and of all stocks, bonds and mortgages, all of which represent land of some kind. United States bonds are merely mortgages on the whole country. The owners of gold and silver own the earth. "The owners of the earth own the gold and silver and the people too. To control the owners of gold the people must own the land."

The most ardent advocate of silver would not claim that any kind of coinage would lessen pauperism in England or shorten the hours of toil in China. There the surplus of men is so great that the cause of low wages, or cheap men, which is the same thing, is too obvious to need demonstration. Everyone can see that the only hope for China is to decrease her population or increase her free land.

No amount of increase in her circulating medium would increase the price of Chinamen. But if a new continent should rise in the Pacific ocean, to which Chinamen could go and get free

land, the price of the Chinamen who remained at home would quickly rise. So in America. It is not an increase in available dollars that we need, but an increase in available acres.

It is the monopoly of land, not the monopoly of money, which causes inequalities in the distribution of wealth and fills the hearts and homes of the people with despair.

Millions of acres of unused land lie at our very doors. It is the continent of monopoly. The people have but to speak and its doors will fly open. But free silver is not sesame. There is but one word that will reveal the treasure, and that is single tax. When the people propose it at the ballot box, the doors of monopoly will fly open, and like the promised land of old, it will be found flowing with milk and honey, for where land is free and man is willing plenty comes as the sunshine and rain.

Now occasions teach new duties. Time makes ancient good uncouth. They must upward still and onward who would keep abreast of truth. Lo! before us gleam her camps. We ourselves must pilgrims be. Launch our Mayflower and steer boldly through the desperate winter sea. Nor attempt the favored portal with the past's blood-rusted key.

A. F. BROOMHALL.

PUBLIC HIGHWAYS.

In new and sparsely settled countries the trail is the only means of communication. With an increasing population and the consequent increase in traffic the trail becomes inadequate and is displaced by the dirt road.

Population and traffic between communities increasing more and more, the dirt road gives way to the macadamized and telford roads, all controlled and managed by the people.

For still heavier traffic and for long distances and to bring the consumers and producers together at the minimum of expense and time the common roads, being unsuitable and too expensive, are largely discarded and railroads substituted.

Nobody disputes the right of the people to control and manage the ordinary public highways. Why, then, should exceptions be made in regard to railroads, which are simply improved public roads?

What gives railroad corporations their great power is not the money they possess, nor the rolling stock they own, nor the track upon which the latter is run.

It is the exclusive ownership, control and management of a continuous strip of land that permits them to dictate terms to their employees, to charge all the traffic will bear and to favor some and discriminate against others.

To break the railroad power the people must resume ownership, control and management of the public highways paved with rails.

CANONS OF TAXATION.

In our opinion the most prominent evils in state taxation at the present time are to be found in the habitual undervaluation of property and in the neglect to assess at all a large proportion of all personalty. We have not the time to enumerate and explain all these, but they include the habitual taking of false oaths by assessors, the connivance at and encouragement of these by the public, the fixing of arbitrary standards by the assessors, the departure from such standards when there are friends to favor or obnoxious business or classes to punish, and the strengthening and encouragement of a sentiment among the people that (in matters of taxation) there are no such things as public obligations or public morals.

Why should manufacturers or officials be honest in the taxation of liquor when neither the public nor officials are expected to be honest in ordinary state and municipal taxation?

There is an evil here of sufficient vitality and persistence to employ the best efforts of reformers for many years to come.

The law, in selecting the objects of taxation, should prefer those which afford the least opportunity for concealment, evasion and fraud, and (all other things being equal) should choose those which are so far exposed to public observation that it will not be necessary to prove the conscience of the citizen (by means of oaths) before the assessor can make his list.

The objects should be such that the tax levied upon them will (directly or indirectly) be borne by the members of the community generally and, so near as may be, in proportion to their respective incomes. The fewer the objects of taxation the better (provided the proper result is reached), because the less will be the difficulty, annoyance and expense of assessment and collection.

If a single tax would fall upon a few only, it should be supplemented by such as will relieve this injustice, and the effect of any one tax (or of a tax on any one object) should be considered only in its general bearing as a part of the general levy of taxes by the state.

A tax law should not only (as nearly as possible) be just, but it should present (to the common mind) no appearance of injustice.

In drafting it it should be remembered that (to most men) a tax seems to be a burden on the man from whom the collector receives it, even when the educated mind is able to perceive that the payer himself is the real collector and is reimbursed in his payment by his customers.

THOMAS M. CROLEY.

WASHINGTON LETTER.

Washington, August 4, 1896.

The gold Democrats are slowly but surely lining up for Bryan and Sewall. Already one member of the cabinet—Secretary Hoke Smith—has declared for them, and three other members, whose names I am not at liberty to mention at this time, have intimated their intention to do the same. Secretary Smith has not only declared his intention to support the ticket, but he has said that if he can possibly arrange his time so as to be there he will accept the invitation which has been extended him to preside over a big Bryan and Sewall ratification meeting to be held at Augusta, Ga., August 12. Senators Gordon, of Georgia, and Lindsey, of Kentucky, were in Washington this week and they announced their intention not only to vote for Bryan and Sewall but to work for their election. Senator Gordon has already notified Chairman Jones, of the national committee, that he is ready to take the stump for the ticket at the pleasure of the committee. These things indicate a getting together of Democrats that means victory.

Representative Russell, of Georgia, who has just returned from a trip to Boston, says: "I found the citizens of the 'Hub' talking more about the money question than the people of Washington are, if such a thing is possible. To my utter surprise I found that a goodly percent of them were in favor of free silver. Men who were in a position to know assured me that the cause was making rapid strides in every New England state, and that if the gain maintained its present ratio Bryan would surely carry one or two of them. There wasn't a word to be heard about McKinley or the tariff; all the enthusiasm was on Bryan and silver. I am convinced that the people of this country have made up their minds to try the other system, and that Bryan is going to be elected president by a tidal wave majority."

There is considerable growling among the more prominent Republicans at Mark Hanna's dictatorial manner of running things, and among themselves they are recalling the last campaign in which a wealthy business man undertook the duties of chairman of their national committee, to show the politicians how a campaign ought to be run, and ended by seeing Blaine, the most popular Republican ever nominated for president, defeated. The other millionaire chairman was B. F. Jones, of Pittsburgh. Hanna seems to remind some of these Republicans of Jones, and the Democrats are confident that his management of the campaign will have the same result—the defeat of the Republicans.

If John W. Hayes, general secretary of the Knights of Labor, knows what he is talking about, and he probably does, that organization is practically unanimous for Bryan and free silver. Speaking about this Mr. Hayes said: "The workmen as a class are in favor of free coinage, and they will vote for it and elect Bryan. Labor organizations like the Knights of Labor will not, as organizations, participate in the campaign, but the members in their individual capacity will. They want free coinage, and in my opinion at least 98 per cent of the Knights of Labor will vote for it."

Senator Faulkner, chairman of the Democratic congressional committee, returned this week from a visit to West Virginia. In reply to a question as to the outlook in that state, he said: "Everything is all right. The silver sentiment at present sweeping over my state reminds me of a prairie fire; it is simply resistless. Furthermore, it seems to be going straight on to the East; but in spite of its spread we must remember that when we are antagonizing the great money power and corporate interests of the country we have a fight on our hands that calls for united efforts and determined work to the close of the campaign."

The District of Columbia Democrats are preparing to take an active part in campaign they can't vote, but they can help to convince those who do vote to vote the right way. A Bryan and Sewall Club this week adopted resolutions repudiating the Democracy of those federal officials who are drawing salaries by the grace of the Democratic party who have publicly opposed the regular Democratic ticket. It is expected that the big Democratic ratification meeting which will be addressed by Mr Bryan will be held in one of the large tents used by the late Christian Endeavor convention. The local Democrats hope to make this meeting the biggest thing of the kind ever held in Washington.

A Fatal Freight Wreck.

A disastrous freight wreck occurred on the Reading Railroad near Shamokin early Tuesday morning. In which two men were killed and another is so seriously injured that he can hardly recover. Tracks were blocked for ten hours. The dead are: Michael Snoch, engineer, of Tamaqua, and Alexander Smith, conductor, of Tamaqua. The injured are: Jacob Dreisbach, fireman, of Tamaqua, badly scalded, will probably die, and William Yates, fireman, severely bruised and slightly scalded.

The wrecked train was bowling along at a speed of about forty miles an hour when the engine struck a box-car door, which has been dropped by a south-bound freight train and fallen directly across the north-bound track. The engine and fourteen of the nineteen cars in the train left the track and were piled in an indiscriminate mass over the entire roadway.

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