

WAR DOGS ARE LOOSED.

Diplomacy Fails and Cannon Will Settle Cuba's Fate.

The North Atlantic Squadron is Ordered to Blockade Havana and Other Seaports on the Island—No Formal Declaration Marks the Opening of Hostilities.

Washington, April 22.—War between the United States and Spain is a fact, though not yet officially declared so by congress. The stirring events of Wednesday were succeeded yesterday with rapidity by others of equal importance, culminating in the afternoon in orders for the departure of the North Atlantic Squadron for Havana. This practically is an act of war, so that the war between this country and Spain may be said to date from April 21, 1898.

Two minutes after the opening of the state department yesterday came word from Minister Woodford that, the Spanish government having anticipated and prevented his intention to present the president's ultimatum, he had asked for his passports.

The administration in a public statement announced that it regarded the action of the Spanish government as rendering unnecessary further diplomatic action on the part of the United States, and that it regarded the course adopted by Spain as placing upon that country the responsibility for the breach of friendly relations. Mr. Woodford's telegram resulted in the calling of a special cabinet meeting to arrange an outline of a plan of campaign, or rather to determine how to begin the execution of a plan of campaign already prepared by the strategic boards of the army and navy departments. The immediate result was the order for the North Atlantic Squadron to begin the blockade of Havana.

The North Atlantic Squadron under Capt. Sampson's command makes a splendid array of fine vessels, comprising battleships such as the Iowa and Indiana; monitors like the Puritan, Terror and Amphitrite; armored cruisers like the New York, flagship; protected cruisers such as the Cincinnati, Marblehead and Montgomery; gunboats like the Vicksburg, Wilmington and Annapolis; regular torpedo boats such as the Erie, Cushing and Winslow, not to speak of the large number of fast yachts and other vessels that have been added to the fleet by purchase. This force is quite competent to blockade all the ports in Cuba, or at least all the ports connected by rail with Havana and likely to be used to supply that place in the event of a siege with food and munitions of war. This statement is to be taken with the understanding that it does not contemplate the coming to Cuban waters of the Spanish fleet. In such case the probable policy would be to abandon the blockade and endeavor to force the Spanish fleet to battle.

Minister Woodford's action during the day, as reported to the state department, indicated that he was following a carefully prepared programme. A significant feature of his message was the statement that the Spanish government notified him that it regarded its withdrawal of Minister Polo as terminating diplomatic negotiations, showing that it was not disposed to accept the intention of our government to continue Mr. Woodford as a medium of communication until Saturday noon. Mr. Woodford also announced that he had instructed Consul General Bowen at Barcelona to cause all the American consuls in Spain to immediately withdraw from the country. He further stated that he had informed the Spanish government after asking for his passports that he had placed the American legation in Madrid and American interests in Spain generally in the hands of the British embassy.

It was found necessary to frame a notice to the powers of the intention of our government to establish a blockade of Havana, a notification required by international law.

The navy department, aside from giving orders to the squadron, continued the work of adding to the navy and purchased another ship at Norfolk as an auxiliary craft and some small yachts. The news of the actual beginning of war was received with gravity at the department and there were many speculations as to the destination of the Spanish squadron. One suggestion was that it is heading to cut off the fine battleship Oregon, now on its way from the Pacific coast, to join Capt. Sampson's command. There is also some fear that the Oregon may be taken at an unfair advantage without knowledge of the existence of war by the Spanish torpedo destroyer now at Buenos Ayres. Possibly with a view to avoiding a conflict in the straits of Magellan, where she would be at a disadvantage, the Oregon has been ordered to go around Cape Horn.

Relative to the news from Chicago that the three revenue cutters on the lakes cannot be availed of for naval purposes, it is said that the department had some time ago abandoned the idea of using these craft, owing to the difficulties in getting them to the Atlantic seaboard.

In the war department many orders flew to and fro relative to the concentration of troops in the south, and Secretary Alger was several times in consultation with the president, resulting in the determination to call for 100,000 volunteers as soon as congress passes the necessary legislation.

Postmaster General Gary Resigns. Washington, April 22.—Postmaster General Gary has resigned on account of ill health. Charles Emory Smith, of Philadelphia, was nominated by the president as his successor. The senate confirmed the nomination. It was owing entirely, it is said, to Mr. Gary's health that he resigned. He has suffered a great deal of late from a general breaking down of the system. Charles Emory Smith, the new postmaster general, is editor of the Philadelphia Press. He has been minister to Russia, is an active republican and known to public men throughout the United States.

SHORT AND TO THE POINT.

The Full Text of the Ultimatum to Spain—Why the Document was Never Presented.

Washington, April 22.—The following statement of the text of the ultimatum to Spain was issued yesterday:

On April 20, 1898, the department of state served notice of the purposes of this government by delivering to Minister Polo a copy of an instruction to Minister Woodford, and also a copy of the resolution passed by the congress of the United States on the 19th inst. After the receipt of this notice the Spanish minister forwarded to the state department a request for his passports, which were furnished to him. A copy of the instruction to Woodford is herewith appended:

Woodford, Minister, Madrid:—You have been furnished with the text of a joint resolution voted by the congress of the United States on the 19th inst. and approved to-day in relation to the pacification of the island of Cuba. In obedience to that act the president directs you to immediately communicate to the government of Spain said resolution, with the formal demand of the government of the United States that the government of Spain at once relinquish its authority and government in the island of Cuba and withdraw its land and naval forces from Cuba and Cuban waters. In taking this step the United States hereby disclaims any intention to exercise sovereignty, jurisdiction or control over said island except for the pacification thereof, and asserts its determination that it is accomplished to leave the government and control of the island to its people under such free and independent government as they may establish.

If by noon on Saturday next there be no communication to this government by that of Spain a full and satisfactory response to this demand and resolution, whereby the ends of peace in Cuba shall be assured, the president will proceed without further notice to use the power and authority conferred upon him by the said joint resolution to such extent as may be necessary to carry the same into effect.

SHERMAN. The United States minister at Madrid was at the same time instructed to make a like communication to the government of Spain. Thursday morning the department received from Gen. Woodford a telegram, a copy of which is herewith attached, showing that the Spanish government had broken off diplomatic relations with this government. This course renders unnecessary any further diplomatic action on the part of the United States. Following is Woodford's telegram:

Madrid, April 21, 1898. Sherman, Washington:—Early this (Thursday) morning, immediately after the receipt of your open telegram and before I had communicated same to the Spanish government, the Spanish minister for foreign affairs notified me that the diplomatic relations broken between the two countries, and that all official communications between their respective representatives have ceased. I accordingly asked for safe passports and will turn legation over to British embassy and leave for Paris this afternoon. Have notified consuls.

WOODFORD.

WALTHALL IS DEAD.

One of Mississippi's United States Senators Passes Away.

Washington, April 22.—Senator Edward C. Walthall, of Mississippi, died in his apartments at the Cairo yesterday, at 5:30 p. m. His death was not unexpected, the end having been foreseen for several days. Senator Walthall's illness dated from January, when he contracted a cold. In February he suffered from an attack of bilious fever and from this he never recovered. His last address in the senate was made on April 7, when he delivered a eulogy on his late colleague, Senator George.

Edward C. Walthall was born in Richmond, Va., in 1831. He served in the Confederate army during the civil war, rising to the rank of major general. His profession was the law. With the exception of 14 months from January, 1894, to March, 1895, Mr. Walthall sat continuously in the senate since March 12, 1885. He was first appointed to this position to fill the vacancy caused by the nomination of L. Q. C. Lamar to a position in President Cleveland's first cabinet, and has been re-elected whenever his term has expired since that time. Previous to his resignation in 1894 he had been elected for the term beginning in 1895, and he had only to return and take his seat at the expiration of the term for which he had retired.

A SERIOUS BLUNDER.

Spaniards Have Just Found Out That Their Coal Supply is at a Very Low Ebb.

London, April 22.—A dispatch to the Daily Telegraph from Barcelona says: "Grave apprehensions are entertained in the highest government circles that the issue of war may be decided not by valor, enthusiasm and dogged perseverance, qualities of which the Spaniards possess an abundance, but by reserves of coal and victuals, of which they have made but a scanty provision in Cuba. In respect of coal they are worse off than they have hitherto imagined."

"The Spanish government, firmly believing down to the very last moment that peace would be preserved through the intercession of the pope and the powers, neglected to lay in sufficient coal, despite the representations made to them by one or two far-seeing naval officers. Besides this, it is believed they never once inquired of the British or other neutral governments whether coal would be regarded as contraband of war. The result is said to be a state of things which may be fraught with unpleasant surprises and bring hostilities to a premature end."

WOODFORD GOES TO FRANCE.

Madrid, April 22.—Gen. Woodford left Madrid last night. There was a great jingo demonstration at the station. The authorities of the different Spanish provinces through which the train with Gen. Woodford on board passed, have received instructions to take the necessary steps to protect it until the French frontier is reached.

Greater New York is Bankrupt.

New York, April 22.—The condition which leads Mayor Van Wyck to speak of "this bankrupt city of New York" grows more serious. The mayor has decided that the city has passed its constitutional debt limit and can make no new expenditures. This has brought everything to a standstill. Great distress has been caused. Workmen especially have been made to suffer. Improvements which had been begun have been abandoned, and others which had been planned have been laid on the shelf indefinitely. Contractors have been told they can get no money from the city.

TO AVENGE THE MAINE.

Sampson's Fleet of Warships Goes to Cuba.

The Gunboat Nashville Fires the First Shot in the War—A Spanish Merchantman to Surrender—The Squadron's Destination is Said to be Matanzas.

Key West, Fla., April 23.—The North Atlantic squadron, except the monitors Terror and Puritan and some of the smaller ships, sailed from Key West at 5:45 o'clock Friday morning for the shores of Cuba. Besides the two monitors the ships left behind were the gunboat Helena, cruiser Marblehead and dispatch boat Dolphin.

The United States fleet was about 12 miles off Sand Key light at 7 a. m., when the Spanish merchantman Buena Ventura, from Pascagoula, Miss., for Rotterdam, with lumber, was sighted, bound north. The gunboat Nashville ran her down and put a shot across her bow from the four-inch gun on the port side. The Spaniard ignored the shot, but another closer to her bow brought her to. A prize crew was put aboard. Capt. Lucarraga, in command of her, was astounded. He said he did not know that war had been declared, but when he was informed of the state of affairs he accepted the situation philosophically. The Nashville towed her prize into this port.

The Nashville has taken on stores and will return to the fleet. Marines are plying the deck of the Spaniard and her crew of 28 is lounging about the decks. Not a man is in irons. According to prize laws Capt. Maynard will turn the prisoners over to United States district attorney, who will decide the question of their disposition. The monitor Puritan sailed to join the fleet last night.

On excellent authority it is reported that the destination of the fleet is Matanzas. On board the flagship is Capt. Aranguren, brother of the late Gen. Aranguren. He will pilot the fleet to Matanzas.

A BLOCKADE OF CUBAN PORTS.

President McKinley Issues a Proclamation Announcing to the World that It Exists.

Washington, April 23.—The following proclamation announcing a blockade of Cuban ports was issued yesterday:

By the president of the United States:

Whereas, By a joint resolution passed by the congress and approved April 20, 1898, and communicated to the government of Spain, it was demanded that said government at once relinquish its authority and government in the island of Cuba, and withdraw its land and naval forces from Cuba and Cuban waters; and the president of the United States was directed and empowered to use the entire land and naval forces of the United States and to call into the actual service of the United States the militia of the several states to such extent as might be necessary to carry said resolution into effect; and

Whereas, In carrying into effect said resolution the president of the United States deems it necessary to set on foot and maintain a blockade of the north coast of Cuba, including all ports on said coast between Cardenas and Bahia Honda and the port of Cienfuegos on the south coast of Cuba;

Now, therefore, I, William McKinley, president of the United States, in order to enforce the said resolution, do hereby declare and proclaim that the United States of America have instituted and will maintain a blockade of the north coast of Cuba, including ports on said coast between Cardenas and Bahia Honda and the port of Cienfuegos on the south coast of Cuba, aforesaid, in pursuance of the laws of the United States and the law of nations applicable to such cases. An efficient force will be posted so as to prevent the entrance and exit of vessels from the ports aforesaid.

Any neutral vessel approaching any of said ports, or attempting to leave the same without notice or knowledge of the establishment of such blockade, will be duly warned by the commander of the blockading forces, who will, in case of refusal, be captured and sent to the nearest convenient port for such proceedings against her and her cargo as prize, as may be deemed advisable.

Neutral vessels lying in any of said ports at the time of the establishment of such blockade will be allowed 30 days to issue therefrom.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this 23d day of April, A. D. 1898, and of the independence of the United States the 123d.

WILLIAM McKINLEY,
By the president,
John Sherman, secretary of state.

WOODFORD'S GRIT.

He Shows It During the Trip Across Spain—His Train Attacked by a Mob.

Madrid, April 23.—Gen. Woodford, the United States minister, accompanied by his staff and others, reached the frontier Friday morning after some exciting experience. The Spanish police attempted to capture a member of the legation, and at Valladolid the train was attacked. Mr. Moreno was the member of the United States legation singled out by the Spanish police for capture, on the ground that he is a subject of Spain, but the attempt was frustrated owing to the presence of mind of the minister.

At Valladolid the train was attacked and stoned. Windows were broken and the civil guards were compelled to protect his carriage with drawn swords. Woodford, however, slept throughout the disturbance. At Tolosa the Spanish police made a determined effort to capture Moreno, but Woodford stood in the doorway of the carriage, declaring he should only be removed by force. Then the police gave up the attempt. Mr. Moreno was Woodford's secretary and a British subject.

Paris, April 23.—Gen. Woodford, accompanied by the party with which he left Madrid, arrived in this city last evening.

The War Revenue Bill.

Washington, April 23.—Republican members of the ways and means committee have completed the war revenue measure. The bill will raise between \$95,000,000 and \$100,000,000 annually. The principal decision made Friday was not to place a tax upon railroad and other transportation tickets or petroleum. It was decided, however, to place a tax of one cent upon chewing gum and two to four cents upon mineral waters, ginger ale and foreign and native wines. These additions are made to the stamp tax act of 1860, which is re-enacted with modifications.

FOR 100,000 VOLUNTEERS.

President McKinley is About to Issue a Call to the Nation's Citizen Soldiers—The Question of Privateering.

Washington, April 23.—There were two further important steps in Washington yesterday towards actual hostilities, not to mention the overt act involved in the seizure of the Spanish vessel Buena Ventura, off Key West. The first was the issue by the president of his proclamation announcing to the world a blockade of a number of Cuban ports, and the second was the signing by him of the bill providing for the utilization of the volunteer forces in war. The proclamation was delayed in issue until to-day, owing to the fact that it had been prepared in advance of the adoption of certain amendments to the bill.

The proclamation calls for 100,000 men to serve as volunteers for one year. If the precedents are followed, Secretary Alger upon the issuance of the proclamation will request the executives of the states to detach from the militia the quota they may be called on to furnish.

In addition there was a notable retirement from the navy department in the case of Capt. Royal B. Bradford, chief of the equipment division, who became so impatient to join in active service that he addressed a letter to the president resigning his position and stating that he wished to command a warship.

Capt. Bradford addressed a similar letter to Secretary Long with the addition of a request to have a command of an active warship. The resignation will be given one of the best ships in the navy.

The state department addressed an identical note to the representatives of foreign nations accredited to Washington, notifying them of the policy to be pursued by this government in the matter of privateering and neutrality.

The statement declares that our government will not resort to privateering; that enemy's goods in neutral bottoms, save contraband, are exempt from seizure; that neutral goods not contraband and under enemy's flag are safe from seizure and that blockades to be binding must be effective. These are the principles laid down in the Paris agreement of 1856. The officials are not disturbed at notice from Madrid that Spain will refuse to be bound by the same principles and forbid privateering, for they are satisfied that the great powers will not tolerate privateering.

The following statement has been obtained from a high official: "Contraband of war—in determining, according to the law of nations, whether merchandise is contraband of war, it is classified: 1—Absolute contraband; 2—occasional or conditional contraband; 3—goods not contraband. The first class includes all goods of a warlike character.

The second class includes provisions, naval stores, coal, horses, machinery, iron, etc., which are subservient to warlike use, and destined for the use of the enemy.

The third class includes articles not suited to warlike use. No article of merchandise is contraband unless transported beyond territorial waters of a neutral state, nor unless destined for an enemy's port, or for an enemy's use.

FOUGHT FOR AN HOUR.

Florida Fishermen Claim to Have Witnessed a Combat Between a Spanish Man-of-War and an American Monitor.

Jacksonville, Fla., April 23.—According to private dispatches received by the Times-Union and Citizen last night the first naval battle of the war took place opposite Boynton, about 25 miles south of Palm Beach, at 10 o'clock Friday morning. George Lyman, a reliable man, and several others who were fishing in Lake Worth, which is separated from the ocean by a narrow strip of land, heard heavy firing and ran to the beach. They reported to the postmaster at Lantana that a United States monitor was chasing and firing upon a Spanish man-of-war conveying a coal or transport ship. The Spaniard replied shot for shot. The men say they watched the battle for an hour, or until only the smoke from the funnels was visible on the southern horizon, in which direction they were traveling. There is no verification of the story.

Why Was She Allowed to Depart?

New York, April 23.—Valuable implements of war left this port yesterday for the Spanish army in Cuba. They are steel box cars protected by steel armor plate and are designed to be used on railroads to protect the Spanish soldiers in their contest with Cuban troops and those of the United States. The cars were loaded on the steamer Aloedene. This steamer was chartered recently by the Ward line. The cargo of the steamer consists of a large quantity of provisions consigned to Spanish merchants in Havana, in addition to these moving forts.

Engineers Disabled the Spanish Fleet.

Galveston, Tex., April 23.—It is reported by Capt. Barnes, of the British steamer Assoum, which arrived here Friday from Las Palmas, Canary Islands, that the delay of the Spanish fleet at that place, which was attributed to rough seas, was in fact due to the deliberate disabling of the engines by the engineers, who did not want to cross the seas. Repairs were made by local mechanics, as engineers could not be trusted.

A Great Gold Find.

Seattle, Wash., April 23.—The steamer City of Seattle brings confirmation of the great gold find of two poor Swedes, who went to Monte Cristo island to cut logs. While digging by the side of the cabin, one Swede struck pay dirt which yielded between 50 cents and \$5 a pan. George Johansen and John Blake discovered a huge bison's head, with magnificent horns. It lay on a bed of rock and was perfectly fossilized. Adhering to the horns and skull were particles of gold, which aggregated \$41 in value. The fossil will be forwarded to the Smithsonian institution.

THE CAUSE OF DYSPEPSIA.

From the Republican, Scranton, Pa.

The primary cause of dyspepsia is lack of vitality; the absence of nerve force; the loss of the life-sustaining elements of the blood. No organ can properly perform its function when the source of nutriment fails. When the stomach is robbed of the nourishment demanded by nature, assimilation ceases, and the system responds to the discord.

A practical illustration of the symptoms and torture of dyspepsia is furnished by the case of Joseph T. Vandyke, 440 Hickory St., Scranton, Pa.

In telling his story, Mr. Vandyke says: "Five years ago I was afflicted with a trouble of the stomach, which was very aggravating. I had no appetite, could not enjoy myself at any time, and especially after taking a meal. The trouble seemed to be the trouble of the stomach. He prescribed for me and I had his prescription filled. I took nearly all the medicine, but still the trouble became worse, and I felt that my condition was hopeless. I tried several remedies recommended by my friends but without benefit. After I had been suffering several months, Thomas Campbell, also a resident of this city, urged me to try Dr. Williams' Pink Pills for Pale People."

"He finally persuaded me to buy a box and I began to use the pills according to directions. Before I had taken the second box I began to feel relieved, and after taking a few more boxes, I considered myself restored to health. The pills gave me new life, strength, ambition and happiness."

"Dr. Williams' Pink Pills cure dyspepsia by restoring to the blood the requisite constituents of life, by renewing the nerve force and enabling the stomach to promptly and properly assimilate the food. These pills are a specific for all diseases having their origin in impoverished blood or disordered nerves. They contain every element requisite to general nutrition, to restore strength to the weak, good health to the ailing."

FROM HER VIEW.

A Lady Passenger Chats Very Interestingly About Street-Car Etiquette.

A man standing on the back platform of an east-bound Euclid car was much amused by a conversation he couldn't help overhearing between two well-dressed women. It was six o'clock and, of course, the car was crowded. There were several ladies on the platform and the two who talked were close to the involuntary listener.

"Dreadful, isn't it, out here?" said one lady.

"Yes," said the other, but what can you do? I'm dreadfully ashamed to go home at this time of the afternoon. We have no business on these cars. I declare it's too bad. Just see all those men standing up in the car and all the women sitting down. They should be ashamed of themselves—the women, I mean. I'm glad that some of the men don't get up. They serve the women just right. Men are so foolish about such things—I mean giving up their seats. Of course nine gentlemen out of every ten will offer their seats, but I never want to accept one. We have no right to expect such favors. And yet what can you do? To accept a woman look so foolish, hemming and hawing and trying to refuse a seat. I tried it once or twice, and then sat down after all. The trouble is the men don't believe we are honest when we refuse a seat—and I guess most of the time they are right. There, look in the car now and see the poor, pale-faced man giving the stout woman his seat. It's too bad. That man has been bending over a desk all day, and I suppose the woman has been out to some afternoon euchre party. These things are unjustly arranged. Perhaps times will even them up. Oh, this is your street? Good night."—Cleveland Plain Dealer.

Love's Labor Lost.

He looked into her eyes soulfully, but she seemed totally oblivious of it.

There was admiration and love in his glance, but she did not heed it.

There was a passion and rapturous longing in it, but it did not affect her.

The fact of the matter was that he was cross-eyed and she did not know whether it was all intended for her or the girl on the other side of the room.—Chicago Post.

Klondike.

Bills—Hello! where are you going with that door mat?

Gilks—Taking it to the assay office. A friend of mine, just returned from the Klondike, called on me and wiped his feet on it.—Richmond Dispatch.

The woman with a baby and the woman without one are always sorry for each other.—Chicago News.

LOUIS SELLS.

Of the Forepaugh-Sells Brothers' Combined Shows, Writes a Letter.

Mr. Louis Sells, Columbus, Ohio.

In a recent letter to Dr. Hartman, Mr. Louis Sells expresses his opinion of Peruna. The strain and wear and tear of managing the greatest circus and menagerie on earth can be better imagined than described. Countless travels, broken sleep, irregular habits, continual strains, great risks, immense expense, surging multitudes and an appalling array of important details too numerous to mention. In all this strain he considers Peruna his best friend. He writes as follows: "You are putting upon the market one of the best remedies of which I have any knowledge. Wherever I travel I hear Peruna spoken of in the highest terms. My personal use of it leads me to know of its remarkable efficacy in all cases of chronic catarrh, coughs, colds and chronic affections. A few doses of Peruna will cure colds, stop coughs and prevent what would otherwise become chronic catarrhal conditions. I trust that the Peruna Drug Manufacturing Company will meet with the success that the merits of their great remedy entitles them. I recommend Peruna to everybody."

A new edition of the beautifully illustrated book, entitled "Facts and Faces," is now ready for mailing. A free regular list sent to any address by The Peruna Drug Manufacturing Company, Columbus, Ohio.

\$500 Reward

The above Reward will be paid for information that will lead to the arrest and conviction of the party or parties who placed iron and slabs on the track of the Emporium & Rich Valley R. R., near the east line of Franklin House's farm, on the evening of Nov. 21st, 1891.

HENRY AUCHINCLOSS,
President.

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