A RAILROAD RIVAL

To the Pennsylvania Company's Lines Rapidly Extending

ITS TRACKS THROUGHOUT OHIO.

Steubenville and Neighboring Towns Deeply Interested.

OPENING UP NEW COAL TERRITORY

[CORRESPONDENCE OF THE DISPATCH.]

STEUBENVILLE, O., May 10.—The rapid extension of the Wheeling and Lake Erie Railway, with its important trunk line connections, its development of the best and largest coal field in Ohio, its tapping of the extensive belt of Ohio river manufactures, and its exceptional solution of the problem of return traffic, is a matter of widespread importance. It is also, to Steubenville, a matter of peculiar interest and the greatest concern. While Steubenville has three railroads, yet they are all run by the Pennsylvania Company, and this new road will give us connections with the Baltimore and

Track-Laying Machine.

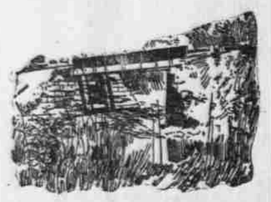
Ohio, either by the Wheeling and Lorain from Bridgeport to Bellaire, or over the new bridge to Wheeling, and thus bring wholesome and desirable competition to this section.

The rapid strides which the Wheeling and Lake Erie Railway is making in the railroad world is illustrated by recent events, by virtue of which the Hamilton and Dayton road has come into their control, as also the extensive Toledo, St. Louis and Kansas City line. Thus they now run cars to St. Louis and Kansas City, and have connections to Chicago and the Northwest controlling over

1,200 MILES OF RAILROAD.

Soon the ores of the Lake Superior region, and from the Southwest as well, will be at the doors of our furnaces, and the manufactured products of the Ohio Valley taken back in exchange for them and the grain of the Northwest.

The important points on the main line from Toledo down across the State to this place are Freemont, Clyde, Norwalk, Wellington, Creston, Massillon and Valley Junction, where it connects with the Valley Railroad for Cleveland, through Canton to Akron, which makes an exceptionally di-



Conotton Creek Bridge.

rect route from Wheeling. From Valley Junction it comes to Bowerston, to which point it has been running for some time, and thence it is now rapidly building its line along the Conotton and Short Creek Valleys to the Ohio river at Portland, from where it branches north and south to Steubenville and Wheeling.

As illustrative of the modern progressive methods adopted by this road in road building and rapid track laying, the cut of their novel track-laying machine was this week photographed by THE DISPATCH correspondent, at the end of the rails, between Scio and Jewett.

AN INGENIOUS INVENTION.

It is the first time this ingenious machine has been used in this vicinity. The engine and train, with supplies, rails, ties, etc., push this machine at the front of a series of flat cars, over and upon which, by a system of rollers and trucks on rails, they are projected to what might be termed the feeder or track-laying machine itself. This, by appropriate tackle and appliances, swings a couple of rails in place and drops the necessary number of ties, which are rapidly and securely fastened. The machine and train then push ahead upon the rails' length of track of their own building, and steadily repeat the process, until in a day over a mile of track is readily laid. This is a great improvement upon bringing up the supplies to a given point and then carrying them forward laboriously and slowly by hand.

The last completed bridge down the line is over Conotton creek, between Scio and Jewett. The foundations of the bridges

Cut Near Jewett.

ahead are nearly all completed and the superstructures are ready. The only delay upon coming to a stream is that of a day or two occupied in putting the superstructure in position.

A DEEP CUT.

Just this side of Jewett the road passes under the Pittsburg, Cincinnati and St. Louis Railroad, after having run alongside the same from Bowerstown. It next passes under the Cadiz branch railroad, at Folk's station, about two miles from Cadiz junction. This is accomplished by a long and deep cutting at both ends and a tunnel of 450 feet in length under the latter track. This is a very heavy piece of work and is in charge of Rexford Brothers, contractors. It has been the policy of this road all along, as contradistinguished from the Panhandle, to adopt cuttings, so far as possible, instead of tunnels, and to reduce the latter to the shortest possible length. An idea of the character of the work at this point may be gained from the fact that for the necessary blasting they have had occasion to order 50 boxes of dynamite of 50 pounds each about every three weeks. They commenced work on the cutting last August and will be through by or before July 1, and have on an average used about 2,000 pounds of dynamite a month. The cutting is over 70 feet in height.

HARD AT WORK.

It will be seen that the photograph of the western end of the tunnel caught the men at work in all attitudes. In the foreground it is interesting to observe three stalwart darkies drilling and preparing for a blast. Two were striking powerful and alternate blows upon the drill held by their companion when the view was snapped. It was taken at just that moment when the sledge of one was fully swung back for the impetus of the descending blow and the other was at the point of recovery, about to be raised in turn. Other workmen are seen all over the rocks through the cut, and also engaged in loading the little cars which are run in and hauled out by a small locomotive adapted to the purpose.

The next view was taken at the moment of the blast, for which they were preparing, and from the extreme top and heading of the tunnel at the farther end, shown in the preceding view.

In the foreground are a few of the workmen who have retreated, but are yet in sight, one still running and looking behind him at the ascending smoke and the pieces of rock in midair nearly a hundred feet from the bottom of the cut.

Upon the eastern end of the work the cutting is completed and the tunnel proper begun and already projected 350 feet, there only remaining 100 feet yet to do. Immediately overhead of the tunnel the Cadiz branch passes.

East End Folk's Station Tunnel.

NEARING THE END.

By the time this tunnel is completed, the others on the line between there and Portland will also be through or so nearly completed as to offer little if any further delay to the continuous and rapid completion of the track to the river. In the meantime arrangements are nearing completion for the beginning of work north and south to Steubenville and Wheeling to Portland. It is probable that work southwards may begin within a month. The difficulties to rapid construction southward are greater than northward. It is thought by contractors and engineers in a position to know whereof they speak, that the road northward from Portland to Steubenville could be built in three months. It is not unlikely that if Steubenville is alive and awake to her possibilities, that the road may have cars running there by December.

The road will be a costly one to build, as much of it will be along the river between it and the Cleveland and Pittsburg Railroad, necessitating a great deal of pile work superstructure. It has therefore asked for a contribution of $50,000 from Steubenville and intervening points, the larger part of which has been secured. Steubenville's City Council has just initiated proceedings whereby to widen "Alley A" from 20 to 40

Folk's Station, Tunnel and Cut—Preparing for a Blast.

feet, and through this a right of way will be given the road according to present expectations. In a few years only the taxes which the railroad would pay would repay the entire cost of securing them this right of way, and remain an ever important if not increasing source of revenue. Their depot will be at the lower end of Market street on the north side, and about midway between Water and Third streets, and about half a block from the Cleveland and Pittsburg passenger depot.

A SOURCE OF WEALTH.

It is thought that this will enhance the value, for business and manufacturing sites, of an extensive strip of land between these two competing lines of road, only about 400 feet apart, and close upon the river as well, to say nothing of the nearness of the Panhandle tracks a little further up.

The accompanying cut shows lower Market street, viewed from the intersection of Third, at the Market house corner, with the Ohio river at the foot and the West Virginia hills across. Halfway down, on the left, is the opening and point where "Alley A" crosses, and at that point, on the northeast corner, is the spot chosen for the passenger depot. The freight depot will be one block further north, on the alley, at its Washington street intersection.

Lower Market Street, Steubenville.

In view of all this one wholesale house is already laying its plans for enlarging its quarters, building a large storehouse and running a switch right into the same. Other manufactories and houses can readily do the same and have unusual shipping facilities at their very doors by rail and by river. It looks as if Steubenville was about to awake from its slow-going and slow-growing though steady prosperity and take surprising strides in the business world toward a brilliant immediate future.

The best part of Jefferson county will be traversed by this road, and the Mt. Pleasant section opened up and liberated from its frequent bondage of impassable country roads. That section is officially and naturally tributary to this its county seat, instead of going to another State to reach Wheeling, as it has been doing more or less by virtue of a better pike in that direction.

The Blast—From Instantaneous Photograph.

It is therefore important for Steubenville to secure the completion of this road to her market before it is built to Wheeling, for in that way she can secure the setting in of the currents and

TIDE OF TRADE

from her own county, which naturally show flow her way, while otherwise it would be diverted into other channels, habituated to the same, and from which it could not be easily turned. So let it be an open fight, free to all, and may the best man win, as they say.

Toronto and East Liverpool are also desperately interested, and wisely, and all feel that it will be an important day when the road is welcomed at the doors of the manufacturers of the great and populous Ohio Valley; for competition is the life of trade, and soon all busy hands will find enough to do.

One special feature in the development of Jefferson county and its resources which this road brings is the opening up to market of the great new coal field of Ohio, extending from Cadiz to Portland. It is the Pittsburg vein, averaging 5½ feet in thickness, and the best of it is from Adena down, opening upon the valley occupied by the main line of the Wheeling and Lake Erie Railway. The field is larger than that of the Hocking Valley, and the coal fully as good in quality and not so lean. Over 6,000 acres of coal in Jefferson county has been recently bought and paid for (not leased) by the Wheeling, Lake Erie and Pittsburg Coal Company, which is capitalized at $1,000,000 and closely identified in interest with the railroad company.

A part of these mines are already in the coal, others will reach it soon, and to begin with they will have an output and ready market for 1,000,000 tons during the first year.

They are establishing several new towns at these points, one is named Dillon, and is at the site of what has been known of Updegraff's Mill, and another, called Laureltton, is on the Lupton farm. The coal already bought by this company lies in such a manner that they practically control the output of about 50,000 acres of coal behind it. O. M. S.

SYMPATHY FOR THE TROUBLED.

The Hawaiian Government Expresses Regret for the Samoan Disaster.

WASHINGTON, May 10.—Secretary Blaine is in receipt of a dispatch from Mr. Merrill, United States Minister at Honolulu, dated April 12 last, saysng that on the 6th of that month a number of the survivors of the wreck of the naval fleet at Samoa reached Honolulu, where their presence created profound sympathy among the Government and people of these island. In a note of April 6 to Mr. Merrill, the Hawaiian Minister for Foreign Affairs assures him of the deep sympathy of the Hawaiians with the distress which had thus fallen on the American people generally, and expresses an earnest desire that he (Mr. Merrill) will freely avail himself of any possible means at the disposal of the Government which may be of service to the officers and men, survivors of the wreck in question.

Mr. Merrill promptly returned the thanks of the Government of the United States for the kind offer thus made, and the Secretary of the Navy, to whom a copy of Mr. Merrill's dispatch has been forwarded by Mr. Blaine, supplements Mr. Merrill's note of thanks for the kind expressions of sympathy and courteous tender of offer of services, by asking that the grateful acknowledgments of the Navy Department be appropriately communicated to his Hawaiian Majesty's Government. A copy of Secretary Tracy's letter has been forwarded to Mr. Merrill, in order that his wishes may be fittingly complied with.

A GIRL WHO DOESN'T EAT.

She is Fleshy, Young and Lively, but Misses All Her Meals.

[SPECIAL TELEGRAM TO THE DISPATCH.]

ST. JOHNS, N. F., May 10.—Dr. Tanner has a young disciple in 14-year-old Hattie Richardson, of St. Stephen. Her case is a most curious one, and has puzzled several phisicians. About three months ago the patient recovered from a fever, but with the disappearance of that affection came the loss of her appetite, since which time she is said not to have eaten a single morsel of food, unless a bite of apple or orange or a small piece of sugar could be named as such. It is certain that since her arrival she has eaten nothing.

The strangest feature of the case is that the girl is quite fleshy, and seems as bright and lively as any one, enjoying perfect health. She runs about and plays with other girls, and at meal time goes to her boarding place and sits down to the table with the other boarders, but does not take a particle to eat.

A VICTORY FOR CUPID.

Another Elopement Startles High Society at the National Capital.

WASHINGTON, May 10.—Helen Morgan Trenholm, 18 years, a niece of ex-Controller Trenholm, left her home in Georgetown this morning, met by appointment Mr. Wilson W. Breneman, a young man 22 years of age, employed in a local real estate office, and the two were united in wedlock. They then went to Philadelphia where they are now staying at the Lafayette Hotel.

Messages informing their parents of their marriage were sent home. Young Breneman is a nephew of Mr. A. A. Wilson, United States Marshal for the District of Columbia. The reason for the runaway marriage was the opposition of Mr. Breneman's mother to his marriage.

ONE MARVELOUS VOYAGE.

A Shipwrecked Family Sail 7,000 Miles in a Yacht Built by Themselves.

BORDENTOWN, N. J., May 10.—Captain Joshua Slocum, of New York, his wife and two sons passed through the Delaware and Raritan Canal here this morning on their way to New York in a little yacht constructed by himself and his eldest son and the sails of which were made by his wife. The yacht is made of cedar, rosewood, mahogany and ironwood, has three masts, and is sufficiently large to accommodate them.

The party were shipwrecked on the bark Aquidneck near Brazil in January, 1888. They left Paranagua, Brazil, where the yacht was built, on June 24, 1888, bound for New York, and have sailed about 7,000 miles.

VENICE, *the Beautiful, is fully described by Mary J. Holmes, the popular authoress, in* TO-MORROW'S DISPATCH.

General Sigel's Successor.

WASHINGTON, May 10.—The President this afternoon appointed Frank C. Loveland to be pension agent at New York City, vice Franz Sigel, resigned.

EMMA NEVADA *tells the story of her operatic life and offers valuable suggestions to young American singers in to-morrow's* DISPATCH.

NOT ALL THINK ALIKE.

Differing Views of New York Business Men on the Subject of

THE COMPETING CANADIAN ROADS

And the Best Manner of Enabling American Roads to Meet Them.

THE COMMITTEE ADJOURNS TILL JULY

NEW YORK, May 10.—After listening to the views of railroad presidents for the past four days, the Senate committee, which is investigating the workings of the inter-State commerce law at the Fifth Avenue Hotel, this morning, settled itself to hear the opinions of some representative business men of this city. The first witness called was President Charles S. Smith, of the Chamber of Commerce. Mr. Smith referred to the fact that railroad building in India and around the Black Sea ports was being pushed rapidly, and greatly feared that under present conditions it would not be long before America lost what little export trade it had. He even advocated the carrying of occasional shipments of grain by the railroads at less than the cost of carrying when this might be necessary.

COMPETITION WITH STEAMERS.

In regard to competition with the English steamship lines, Mr. Smith thought there was but small hope of successful competition, unless as the case with the English, French and German lines, the American lines receive a subsidy from the Government. "We have done it for the railroads, why should not we do it for the steamship lines? We must look beyond the railroads and toward the steamship lines, unless we want to see our flag disappear altogether."

J. H. Herrick, Chairman of the Inter-State Commerce Committee of the Produce Exchange, succeeded Mr. Smith. He prefaced his testimony by saying that he differed materially from the opinions held by the previous witness. The inter-State law, he said, was

A GOOD ONE IN MANY RESPECTS,

and the position of the merchants under it was better than while "pooling" was in vogue. One bad thing about the law, however, was that the penalties for violation were not severe enough. There was a tendency, too, to discriminate against seaboard points in favor of foreign ports, as, for instance, recently, where the rate from Milwaukee to Liverpool was 19 cents, while to New York it was 33 cents. "Without the Erie rates would not be as regular as they are; the canal acts as a regulator, and in my opinion we should not restrict the Canadian roads for that same reason. We need them as a regulator, but they should be under the same Government control as our own roads."

THE SUBJECT OF POOLING.

The committee then called upon John D. Kiernan to give his views upon the subject of pooling. He said: "I do not think that the time has arrived for a change. Until the inter-State law has been longer in force, and until the railroads obey it, and the people have an opportunity to judge how it works, they are not ready for the question of legislation. I am inclined to the belief that it would have been better to have allowed the system of pooling to remain, under conditions which would prohibit unjust discriminations and rates. Yet I do not contend that pooling was by any means legal. As an instance—there is a condensed milk factory at Middletown equally near to three railroads running into New York. When there was competition between the roads the rate per hundred on condensed milk in cans from Middletown to New York was 6 cents. When these roads combined the freight rate was raised to 15 cents. The road that did the carrying took 6 cents and the remaining 9 cents was divided among the three roads.

POOLING NOT THE REMEDY.

"The remedy against Canadian competition is not in pooling. Under the old system the Canadian roads had a nice way of kicking out of the traces whenever there was an opportunity to cut rates, but when there was plenty of trade and rates were good they were willing to remain in the pool. The object of a pool is to get good rates and keep them. That seems all right, and the roads should be allowed to make a fair profit, and it seems to be the aim of the inter-State law to give the roads all the advantages of the pool without allowing any rebates and unfair discrimination. The people are not yet ready for the question of any change or amendment in our inter-State commerce laws, as regards our own lines, but it is only right that Canadian roads doing business in this country shall conform to our railroad laws."

At 1 o'clock the committee adjourned until July 5, when they will meet in Boston.

HAD TO EXTEND THE TIME.

Four More Months Needed to Complete One of the Big Cruisers.

WASHINGTON, May 10.—Secretary Tracy has extended for four months and four days the time allowed the Union Iron Works, of San Francisco, in which to complete cruiser No. 5, "The San Francisco."

This is one of the large 4,000 ton cruisers which was contracted for October 27, 1887, at a cost of $1,428,000, and was to be completed October 27 next.

ELLEN TERRY'S *home life, personality and romances form the subject of an interesting contribution from Olive Weston in to-morrow's* DISPATCH. *Miss Weston is a bright new contributor to our columns.*

Clean House only with

Because there is nothing which is harmless, that will make things perfectly clean with so little labor in so short a time; besides, it is economical and makes the work easy.

Do you suppose—that anything could attain such popularity as PEARLINE enjoys, and hold it, without wonderful merit—that people would use it year after year were it harmful to fabric or hands—that the hundreds of imitations are attracted by anything but its wonderful success?

You'll do well to use Pearline—see that your servants use it, and insist that they do not use the imitations which they are often induced to try because of the worthless prize accompanying it, or by the glib and false argument of some peddler. Remember PEARLINE is never peddled. 135 JAMES PYLE, New York. my11-3s

NEW ADVERTISEMENTS.

A Bolted Door

May keep out tramps and burglars, but not Asthma, Bronchitis, Colds, Coughs, and Croup. The best protection against these unwelcome intruders is Ayer's Cherry Pectoral. With a bottle of this far-famed preparation at hand, Throat and Lung Troubles may be checked and serious Disease averted.

Thomas G. Edwards, M. D., Blanco, Texas, certifies: "Of the many preparations before the public for the cure of colds, coughs, bronchitis, and kindred diseases, there are none, within the range of my experience and observation, so reliable as Ayer's Cherry Pectoral."

John Meyer, Florence, W. Va., says: "I have used all your medicines, and keep them constantly in my house. I think Ayer's Cherry Pectoral saved my life some years ago."

D. M. Bryant, M. D., Chicopee Falls, Mass., writes: "Ayer's Cherry Pectoral has proved remarkably good in croup, ordinary colds, and whooping cough, and is invaluable as a family medicine."

Ayer's Cherry Pectoral,

PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

Sold by all Druggists. Price $1; six bottles, $5.

Mrs. Dr. Crossley, one of the Consulting Physicians at the Catarrh and Dyspepsia Institute, 323 Penn Avenue.

15 DOCTORS FAILED

To cure Mrs. Thomas Hatton, and she suffered on for 13 years. The aches and pains which she experienced in almost every part of her body was simply terrible. Those sharp, cutting pains across the small of her back and lower part of her body was almost unbearable. In fact she suffered with all those diseases and conditions peculiar to women. For three months her mind was unbalanced, and for months she was confined to her bed. She became very weak and emaciated, so that she only weighed 98 pounds. No one expected her to live, much less get entirely cured. After receiving three months' treatment with the physicians of the Catarrh and Dyspepsia Institute, 323 Penn avenue, who make a specialty of her disease, she says:

"I never want any one to suffer as I have for the past 13 years. The condition of my case was much worse than has been described, and I am only too glad to testify to my complete cure by the doctors of the Catarrh and Dyspepsia Institute.

"MRS. THOMAS HATTON, Putnam, Pa."

Please remember that the physicians of the Catarrh and Dyspepsia Institute never display their patient's portraits in the papers. Neither do they publish any testimonial, except with the full consent or wish of the patient. Furthermore, their testimonials are not from some far off place where no such parties reside, but from your own county and your own city, with the full name and address given, thus proving their genuineness. The Catarrh and Dyspepsia Institute is thoroughly established in Pittsburg, and thousands of patients gladly testify to cures they have received. The treatment used does not consist of the so-called magnetic, or superhuman agencies, but medicines made from roots and herbs, and compounded to suit the requirements of each individual case, thus removing not only the disease, but the cause of the disease as well. Ninety-five out of every hundred of the patients treated at this Institute are those suffering from Catarrh, which is the certain forerunner of consumption. The testimonials published speak for themselves. They treat successfully Catarrh, Rheumatism, Dyspepsia, Bronchitis, Asthma, Blood, Kidney and Female Diseases.

Office hours, 10 A. M. to 4 P. M., and 6 to 8 P. M. Sundays, 12 to 1 P. M. Consultation free to all. my11-D

I Would Have Been Dead,

Said Mr. Henry Robertson, "had I kept on in the way I was going. I had chronic bronchitis and a weakness of my left lung that was fast approaching consumption. I coughed and had great pressure and tightness across my lungs, with pain about my shoulder blades. My appetite was very poor, and I had sour belching of gas from my stomach all the time. I doctored with the best doctors I could hear of, but was fast getting worse. My kidneys also became diseased. I had pain across my back, bloating of the bowels, and the water was highly colored with a red, brick dust sediment. I became melancholy and discouraged and thought I could not live. Finally I began treatment with the physicians of the Polypathic Medical and Surgical Institute, who are specialists for chronic diseases, and although confined to the bed when I commenced treatment, and am 66 years old, my improvement was very rapid, and I feel that these physicians have saved my life. I am getting stronger every day and feel almost like a young man again.

HENRY ROBERTSON,
52 Marcellus st., Syracuse, N. Y."

Any one wishing to verify the above testimonial can do so by writing to Mr. Robertson. THE POLYPATHIC MEDICAL AND SURGICAL INSTITUTE is permanently located at 420 Penn avenue, Pittsburg, Pa. Office hours, 10 to 11:30 A. M., 1 to 4 and 6 to 8 P. M. Consultation free. my3-D

DRUNKENNESS

Or the Liquor Habit Positively Cured by Administering Dr. Haines' Golden Specific.

It can be given in a cup of coffee or tea without the knowledge of the person taking it; is absolutely harmless, and will effect a permanent and speedy cure, whether the patient is a moderate drinker or an alcoholic wreck. Thousands of Drunkards have been made temperate men who have taken Golden Specific in their coffee without their knowledge and to-day believe they quit drinking from their own free will. IT NEVER FAILS. The system once impregnated with the Specific, it becomes an utter impossibility for the liquor appetite to exist. For sale by A. J. Rankin, Sixth and Penn ave., Pittsburg; E. Holden & Co., 68 E. Federal st., Allegheny. Trade supplied by Geo. A. Kelly & Co., Pittsburg, Pa. de27-58-TTS

NEW ADVERTISEMENTS.

DR. WOODS, SPECIALIST IN THE CURE OF RUPTURE AND CHRONIC DISEASES.

This eminent specialist has been located permanently in Pittsburg at Hotel Albemarle, Penn avenue and Sixth street, going on two years.

The doctor treats chronic diseases and deformities only, and uniform success results from his superior skill and improved methods.

RUPTURE, HERNIA or BREACH, for many years regarded incurable (and many still believe it cannot be cured), by means of a painless treatment, is cured completely in from 30 to 90 days under guarantee. Cases that have existed more than 30 years have been cured in six weeks, without detention from business or pleasure.

HEART, LUNG, LIVER, STOMACH or BOWEL DISEASES, by new method and without nauseous drugs.

DYSPEPSIA, with its terrors, is a thing of the past. Long experience has demonstrated that this disease can be cured entirely when science and common sense principles are applied.

BLOOD AND SKIN Diseases in all stages, Eruptions, Pimples, Blotches, Bone Pains, Ulcerations of Tongue, Throat and Mouth, Old Sores, Weak Back and Glandular Swellings, are eradicated for life and no traces remain. Catarrh, no matter of how long standing or how many doctors have failed to cure, is curable by the new scientific methods discovered by Dr. Woods. Relief speedy and cure rapid and sure.

Advice free to all who call. Examinations are also free to those who wish treatment. Nervous diseases, diseases of the blood, skin, liver, stomach, etc., which require medicine only are treated successfully by correspondence. Send 4 cents in stamps for question list. All communications are sacredly confidential. Medicines furnished without extra charge, saving much expense to sufferers and insuring their being genuine and properly prepared.

DR. R. A. WOODS, HOTEL ALBEMARLE, PENN AVENUE AND SIXTH STREET, PITTSBURG, PA.

Office hours, 10 to 12 A. M., 2 to 5 P. M., 7 to 8 P. M. my1-4l

THE GREAT ENGLISH REMEDY.

Beecham's Pills

For Bilious and Nervous Disorders.

"Worth a Guinea a Box"—but sold for 25 cents, BY ALL DRUGGISTS.

RESORTS.

THE CHALFONTE, ATLANTIC CITY, N. J. MOVED TO THE BEACH. ENLARGED AND IMPROVED. UNSURPASSED OCEAN VIEW. Salt water baths in the house. Elevator. ap16-81-D E. ROBERTS & SONS.

BEDFORD MINERAL SPRINGS, BEDFORD, PENNA. Leading mountain resort. Water unequaled. Hotel newly furnished. Toerge's Orchestra. Opens June 8. Write for circular. ap7-87-D L. B. DOTY, Manager.

CRESSON SPRINGS, PENNA., MAIN line Pennsylvania Railroad, on top of ALLEGHENY MOUNTAINS.

THE MOUNTAIN HOUSE

Will open June 25. All trains stop at Cresson. For circulars, etc., address WM. R. DUNHAM, Supt., Cresson, Cambria Co., Pa. my7-2-D8u

STEAMERS AND EXCURSIONS.

AMERICAN LINE,

Sailing every Wednesday from Philadelphia and Liverpool. Passenger accommodations for all classes unsurpassed. Tickets sold to and from Great Britain and Ireland, Norway, Sweden, Denmark, etc.

PETER WRIGHT & SONS, General agents, 307 Walnut st., Philadelphia. Full information can be had of J. J. McCORMICK, Fourth avenue and Smithfield street. LOUIS MOESER, 616 Smithfield street. mh15-66-TTS

NORD DEUTSCHER LLOYD FAST route to London and the Continent. Express Steamer Service twice a week from New York to Southampton (London, Havre), Bremen.

Ss. Lahn, May 8, 11 A M | Ss. Aller, May 15, 6 AM
Ss. Elbe, May 11, 2 P M | Werra, May 18, 6:30 AM
Elder, May 14, 5:30 A M | Ss. Saale, May 22, noon
First Cabin, Winter rates, from $100 upward.

MAX SCHAMBERG & CO., Agents, Pittsburg, Pa. OELRICHS & CO., 2 Bowling Green, New York City. ja29-71-D

CUNARD LINE.

NEW YORK TO LIVERPOOL VIA QUEENSTOWN, FROM PIER 40 NORTH RIVER.

FAST EXPRESS MAIL SERVICE.

Aurania, May 4, 8:00 A M | Bothnia, May 22, 11:30 A M
Gallia, May 4, 11 A M | §Etruria, May 25, 2 P M
‡Umbria, May 11, 2:30 P M | Aurania, June 1, 7 A M
Servia, May 18, 8 A M | Gallia, June 8, 9:30 A M

‡This steamer will not carry steerage.

These steamers carry first-class passengers only. Cabin passage, $60, $80 and $100; intermediate, $35. Steerage tickets to and from all parts of Europe at very low rates.

VERNON H. BROWN & CO., General Agents, 4 Bowling Green, New York.

J. J. McCORMICK, Agent, Fourth ave. and Smithfield st., Pittsburg. ap22-D

State Line

To Glasgow, Belfast, Dublin and Liverpool.

FROM NEW YORK EVERY THURSDAY. Cabin passage $35 to $80, according to location of stateroom. Excursion $65 to $90. Steerage to and from Europe at Lowest Rates. AUSTIN BALDWIN & CO., General Agents, 53 Broadway, New York. J. J. McCORMICK, Agent, Pittsburg, Pa. mh15-D

NEW ADVERTISEMENTS.

REV. THOS. T. EVANS'

WRETCHED CONDITION.

A Statement Which Carries Conviction With It—Marvelous Effects of Dr. Smith's Magnetic Treatment

AT 502 PENN AVENUE.

The Rev. Thomas T. Evans, late pastor-elect of the First Baptist Church at Banksville, Pa., has been a confirmed invalid since 1881. For the past eight years he has been afflicted with rheumatism more or less of the time, and for the past three years his sufferings have been so terrible that life had become a burden to him. He complained of tearing, aching pains all through his body. His stomach became the seat of horrible neuralgic pains, which extended through to his back and radiated from there to his shoulder blades. The pain came on in paroxysms, which increased in violence until his body was bent double. The pain was usually aggravated after eating, and would continue unabated until every particle of food passed out of his stomach. As soon as the stomach became empty he complained of a faint, all-gone feeling in it. His bowels were obstinately constipated, and were only moved by taking cathartics. He suffered from an aching, tearing pain in the small of the back, palpitation of the heart and sharp stitching pain in his side. Mr. Evans had suffered so long without finding relief that he had given up all hopes of recovery, and when we consider his terrible condition we do not wonder that he had little if any faith that Dr. Smith would benefit his condition. Remember that he had suffered eight years with rheumatism, which was associated with dyspepsia, constipation and neuralgia of the stomach in an aggravated form. Spasms of pain in his stomach and bowels would seize him and bend his body double. These horrible pains would continue without intermission until his body was bathed in profuse perspiration and until he would faint from exhaustion. In this pitiable condition he applied to Dr. Smith, the magnetic physician, at No. 502 Penn ave. After three magnetic treatments in connection with a little medicine, Mr. Evans could eat without distress, sleep well, and go about from day to day with never a sense of weariness or distress. Rev. Mr. Evans stated in Dr. Smith's office last Saturday that when he applied to Dr. Smith that language was inadequate to express the horrible torture he was undergoing. He says that Dr. Smith's treatment gave him the first relief from suffering that he has had during his entire illness. Mr. Evans may be referred to at his present residence, No. 28 Eighth street, Belzhoover, Pa., and will cheerfully vouch for the truthfulness of this statement. Dr. Smith is permanently located at 502 Penn ave., and consults free from 9 A. M. until 7 P. M. He cures after all other means fail. In the treatment of piles, fistula, constipation, fissures, catarrh of the bladder, stone in the bladder and all diseases of women, Dr. Smith stands without a rival, and will permanently cure every case he undertakes. All letters of inquiry must contain two stamps. If you or any of your friends are sick, do not give up in despair until you see Dr. Smith.

RAILROADS.

PENNSYLVANIA RAILROAD—ON AND after November 26, 1888, trains leave Union Station, Pittsburg, as follows, Eastern Standard Time:

MAIN LINE EASTWARD.

New York and Chicago Limited of Pullman Vestibule daily at 7:15 a. m.
Atlantic Express daily for the East, 3:00 a. m.
Mail train, daily, except Sunday, 8:50 a. m. Sunday, mail, 8:40 a. m.
Day express daily at 8:00 a. m.
Mail express daily at 1:00 p. m.
Philadelphia express daily at 4:00 p. m.
Eastern express daily at 7:15 p. m.
Fast Line daily at 9:00 p. m.
Greensburg express 5:10 p. m. week days.
Derry express 11:00 a. m. week days.
All through trains connect at Jersey City with boats of "Brooklyn Annex" for Brooklyn, N. Y., avoiding double ferriage and journey through N. Y. City.
Trains arrive at Union Station as follows:
Mail Train, daily..... 3:20 p. m.
Western Express, daily..... 7:45 a. m.
Pacific Express, daily..... 12:45 p. m.
Chicago Limited Express, daily..... 8:30 p. m.
Fast Line, daily..... 11:55 p. m.

SOUTHWEST PENN RAILWAY.

For Uniontown, 8:45 and 6:35 a. m. and 4:25 p. m., without change of cars; 1:00 p. m., connecting at Greensburg. Trains arrive from Uniontown at 9:45 a. m., 12:20, 6:35 and 8:20 p. m.

WEST PENNSYLVANIA DIVISION.

From FEDERAL ST. STATION, Allegheny City. Mail train, connecting for Blairsville... 8:45 a. m.
Express, for Blairsville, connecting for Butler..... 3:15 p. m.
Butler Accom.....8:20 a. m., 3:25 and 5:45 p. m.
Springdale Accom.....11:40 a. m. and 6:20 p. m.
Freeport Accom.....4:00, 8:15 and 10:30 p. m.
On Sunday.....12:50 and 9:30 p. m.
North Apollo Accom.....10:50 a. m. and 5:00 p. m.
Allegheny Junction Accommodation connecting for Butler..... 8:20 a. m.
Blairsville Accommodation.....11:30 p. m.
Trains arrive at FEDERAL STREET STATION:
Express, connecting from Butler.....10:25 a. m.
Mail Train..... 2:35 p. m.
Butler Accom.....8:20 a. m., 4:40 and 7:20 p. m.
Blairsville Accommodation..... 9:35 p. m.
Freeport Accom. 7:40 a. m., 1:35, 7:20 and 11:00 p. m.
On Sunday.....10:10 a. m. and 7:00 p. m.
Springdale Accom.....6:37 a. m., and 3:05 p. m.
North Apollo Accom.....8:40 a. m. and 5:40 p. m.

MONONGAHELA DIVISION.

Trains leave Union station, Pittsburg, as follows: For Monongahela City, West Brownsville and Uniontown, 11 a. m. For Monongahela City and West Brownsville, 7:05 and 11 a. m. and 4:40 p. m. On Sunday, 1:00 p. m. For Monongahela City, 8:40 p. m., week days.
Dravosburg Ac., week days, 3:20 p. m.
West Elizabeth Accommodation, 8:50 a. m., 2:00, 6:20 and 11:35 p. m. Sunday, 9:40 p. m.
Ticket offices—Corner Fourth avenue and Try street and Union station.

CHAS. E. PUGH, General Manager. J. R. WOOD, Gen'l Pass'r Agent.

PITTSBURG AND LAKE ERIE RAILROAD COMPANY—Schedule in effect February 24, 1889. Central time:

P. & L. E. R. R.—DEPART—For Cleveland, 5:20, *7:40 A. M., *1:20, 4:15, *9:00 P. M. For Cincinnati, Chicago and St. Louis, 5:25 A. M., *1:20, *9:30 P. M. For Buffalo, 10:20 A. M., 4:15 *9:30 P. M. For Salamanca, *7:40 A. M., *1:20, 9:30 P. M. For Beaver Falls, 5:25, *7:40, 10:20 A. M., *1:20, 3:30, 4:15, 5:20, *7:30 P. M. For Chartiers, 5:25, *6:35, 6:50, *7:00, 7:15, 8:40, *9:05, 9:25, 10:20 A. M., 12:05, 12:45, *1:25, 1:40, 3:30, 4:45, *5:10, 5:20, 6:10, 7:10, 9:30, 11:55 P. M.

ARRIVE—From Cleveland, 5:30 A. M., *1:00, 3:40, *8:30 P. M. From Cincinnati, Chicago and St. Louis, *1:00, *8:30 P. M. From Buffalo, 9:40 A. M., *1:00, 3:40 P. M. From Salamanca, *1:00, *8:30 P. M. From Youngstown, 5:30, *9:30, 9:20 A. M., *1:00, 3:40, *8:30 P. M. From Beaver Falls, 5:30, *6:50, 7:35, 9:20 A. M., *1:00, 1:35, 3:40, *5:00, 7:00, 9:00 P. M. From Chartiers, 5:10, 5:25, 5:30, *6:25, *6:35, 7:05, *7:30, 8:30, 9:30, 10:10 A. M., 12:00 noon, 12:30, *1:12, 1:55, *3:45, 4:00, 4:35, 5:05, 5:15, 5:40, *9:12 P. M.

P., McK. & Y. R. R.—DEPART—For New Haven, 8:30 A. M., *3:30 P. M. For West Newton, 8:30 A. M., *3:30 and 5:25 P. M. For New Haven, 7:10 A. M., Sundays, only.

ARRIVE—From New Haven, *10:00 A. M., *5:05 P. M. From West Newton, 6:15, *10:00 A. M., *5:05 P. M.

For McKeesport and Elizabeth, 8:30 A. M. 3:30, 4:05, 5:25 P. M., *7:10 A. M.

From Elizabeth and McKeesport, 6:15 A. M., 7:35, *10:00 A. M., *5:05 P. M.

*Daily. †Sundays only.

E. HOLBROOK, General Superintendent.
A. E. CLARK, General Passenger Agent.
City ticket office,