PENNSYLVANIA'S DAY

In the Great Gathering of Veterans on Gettysburg's Field.

IT WILL BE A 48-HOUR AFFAIR,

And a Programme for the Entire Demonstration is Furnished.

HOW OLD REGIMENTS WILL MARCH.

The Vast Parade to be Reviewed by His Excellency, the Governor.

So many veterans are going hence to Gettysburg on Monday that hundreds will be interested in the programme for Pennsylvania Day—two days. The Governor will review the old troops, and it will be a great occasion.

Pennsylvania Day at Gettysburg will be observed next week. The veterans in Pittsburg are securing the railroad tickets, and receiving daily information about the preparations being made.

The programme has been arranged for the two days.

Major General Gregg, Chief Marshal of Pennsylvania Day at Gettysburg, September 11 and 12, has issued explicit orders numbered 3, covering the formation and progress of the line.

The parade will march as follows:

The escorting detachments of the regular army and the N. G. P.; the First Division, composed of infantry regiments of Pennsylvania Volunteers, engaged in the battle as members of the First Army Corps, as follows, in the order named: 11, 56, 88, 90, 107, 121, 142, 143, 149, 150 and 151.

The Second Division of infantry regiments engaged as the Second Army Corps, as follows: 53, 69, 71, 72, 81, 106, 116, 140, 145 and 148.

The Fourth Division, Infantry Regiments, engaged as members of the Fifth Army Corps, as follows: 30, First Reserves; 31, Second Reserves; 34, Fifth Reserves; 35, Sixth Reserves; 38, Ninth Reserves; 39, Tenth Reserves; 40, Eleventh Reserves; 41, Twelfth Reserves; 42, Thirteenth Reserves; 62, 83, 91, 118, 155.

The Fifth Division, Infantry Regiments engaged as members of the Sixth Army Corps, as follows: 23, 49, 61, 82, 93, 95, 96, 98, 102 and 119.

The Sixth Division, Infantry Regiments engaged as members of the Eleventh Army Corps, as follows: 27, 73, 74, 75 and 153.

The Seventh Division, Infantry Regiments engaged as members of the Twelfth Army Corps: 28, 29, 46, 109, 111, 147.

The Eighth division, composed of batteries of artillery engaged in the battle, as follows: B, First Artillery; F, First Artillery; G, First Artillery, and C, E and F, Independent Artillery, and H, Third Heavy Artillery.

The Ninth division, composed of cavalry regiments of the Pennsylvania Volunteers engaged in the battle, as follows: 1, 2, 3, 4, 6, 7, 16, 17 and 18.

The Tenth division will consist of the G. A. R. of the Department of Pennsylvania.

Regiments must be divided into companies not to exceed eight files, with ten feet distance maintained. The divisions will form as above rotatively mentioned, the right of the First on the left of and 30 feet from the regular army troops, each division to follow the same general arrangement. In this formation the Governor will review, and will then march forward in parade.

The line of march is such as to bring the parade to the National cemetery, where the ceremonies of turning over the monuments to the State will take place. At the National cemetery the troop will form in line of masses by divisions around the stand, agreeably to the conformation of the ground. There will be no vehicles allowed in the column. The divisions will form on the parade ground at 12 M. September 12, and the column will march for review at 12:30. Brevet Major-General Gregg gives the orders, which are countersigned by S. Bonnafon, Jr., Chief of Staff.

FOR LITTLE ROUND TOP.

Orders to the Old Ninth Reserves Preparatory to Reunion.

The following order, issued yesterday, will be of interest to members of the old Ninth Reserves:

HEADQUARTERS NINTH REGIMENT,
P. R. V. C. ASSOCIATION,
PITTSBURG, September 5, 1889.

General Orders No. 2.

Headquarters will be established at the Hunter House, No. 118 Chambersburg street, Gettysburg, where the members of the association will assemble at 1:30 o'clock P. M. sharp on Wednesday, September 11, to proceed to Little Round Top, where dedication of monument will take place.

Second—Comrade Edward Fisher will leave on special train on Baltimore and Ohio Railroad Monday morning, September 9, by way of Shenandoah Junction, and will meet comrades at headquarters, Gettysburg, Monday evening.

Third—Badges can be obtained from the Secretary, L. B. Richards, City Treasurer's office; Alex. Murdoch, 108 Smithfield street, and at headquarters, Gettysburg.

By order of C. W. OWSTON,
Commanding Regiment.

L. B. RICHARDS, Adjutant.

The programme of the Ninth Regiment for the dedication of their monument is as follows: Assembly, by the drum corps; prayer; hymn, "America," by the regiment; historical address, by Comrade A. P. Morrison; transfer of the monument to the regiment, by Comrade Robert Taggart; dedication of the monument, by Comrade E. Torrance; song, "John Brown's Body," by the regiment; short addresses by members of the regiment; doxology.

The regiment will be photographed around the monument at the conclusion of the exercises, and the annual election will then be held.

C. T. A. U. CHANGES.

Propositions That Contemplate the Benefits of Library and Club.

Father F. Regis Canevin, president, and P. W. Joyce, secretary, of the Catholic Total Abstinence Union of the Pittsburg and Allegheny Diocese, have issued an official bulletin in relation to the convention to be held at Irwin Station on October 8. The convention will be preceded by solemn high mass at 9:30 A. M., and at 10:30 the convention will open in Thomson's Hall. At 6:30 P. M. there will be a street parade, and a free lecture in the evening.

The attention of the local unions is called to a number of points. Among them are the advisability of electing a layman for President, plans to perfect and render more binding the organization; ideas as to the best way to interest and hold young men who have signed the pledge by means of libraries, reading rooms, debating societies, or other means of recreation; and the Father Matthew choir, and the best way to raise the sum required for the union's share in the endowment fund.

The local unions are urged to consider these questions and send their delegates to the convention prepared to vote in a manner that will reflect their constituents' intentions.

OFF HIS PRESERVES.

Local Insurance Men Guarding Their Lines Against Outsiders.

It requires a license to do insurance business in Pennsylvania. Yesterday afternoon there was a long hearing in the case of Stewart Brown before Alderman McMasters.

Mr. Brown was charged with being the representative of the Armstrong Insurance Company, of New York, by W. J. Morris, who is in the insurance business in this city, the averment of the charge being that the Armstrong Company did not pay license in Pennsylvania.

B. M. Johnston, Esq., appeared for the prosecution, and G. C. Lasear, Esq., for the defense. The case was stubbornly contested, and at its conclusion Brown was held in $2,000 bail for trial at court.

Held for Trial.

Conrad Houseman and W. F. Hunter, two of the people charged with running speak-easies in McKeesport, were held for trial at court by Alderman Gripp yesterday afternoon.

DEMAND IMPROVEMENTS.

The Water Ways Convention Calls Attention to the Mississippi and Its Tributaries—The Ship Canal to Lake Erie.

CINCINNATI, September 5.—At the Water Ways Convention to-day the Committee on Resolutions presented their report through their chairman, J. H. Murphy, of Missouri. The chairman prefaced the report by saying that after long deliberation the committee had arrived at a unanimous agreement with regard to the following resolutions:

Resolved, That it is the sense of this convention that the general welfare of the people of the Mississippi Valley, and of the entire country, demands that the Mississippi river and its navigable tributaries be so improved by the General Government as to secure to the people easy and safe navigation, as well as cheap transportation, and this convention hereby reaffirms the declarations made by the River Improvement Convention of 1881 at Washington, at New Orleans in 1885, and at Memphis in 1887.

That this convention deeply regrets the failure of Congress to make the necessary appropriations at its last session for continuing the improvement of Western waterways. That we call upon Congress as the representatives of the people and the guardian of their interest and rights to protect these great waterways upon which it is expending large sums, further injury or ruin through the construction of faulty or defective bridges with numerous piers, and while we recognize the undoubted right of railroad companies and others to bridge a river, the right must be exercised without injuring its value and without impeding or preventing its use, as the competition the river affords is the only guarantee of the people against excessive rates; the river must be free and unrestricted.

It is declared the duty of Congress to improve and protect all the waterways of the nation where private individuals or corporations have assumed or secured by State action or otherwise, privileges on such waterways to the injury of commerce. The removal of such obstructions is asked. That this convention heartily approves the connection of the waters of the upper Ohio with great Northwest Lake through the waters of Lake Erie by construction of a ship canal if upon a survey the same found is practicable.

THEIR FIRST PICNIC.

The Select Knights Have a Good Time at Silver Lake—Over 3,000 People Enjoyed the Festivities.

A magnificent picnic was held yesterday at Silver Lake Grove under the auspices of the McCall Division of the Uniform Select Knights. All the members of this ancient order, dressed in the full regulation United States army pattern, with plumed hats and epaulettes, marched from their rooms in Moreland Block, East Liberty, in the afternoon, headed by their own brass band. Captain L. A. Barr was marshal and Major Elliot McCall chief of staff.

The principal streets of the East End were traversed under inspiring music. Though the line was limited, it nevertheless looked picturesque and won universal admiration from the residents along the route, because of their personal appearance and soldierly carriage.

When the grounds were reached, the body of men were drawn up in front of the platform and went through a portion of the manual of arms. After dispersing the men sauntered with their lady friends among the woodlands and strolled along the bank of the pretty lake.

At 5 o'clock the bugle sounded and the guests drew into line. When everything was ready the band accompanied about 500 guests at a time to the supper room, and discoursed sweet music while each set of guests refreshed themselves. The supper room was filled over and over again. It was a wonder how so many people could be supplied with food without a hitch being observed. The menu was a very choice one and reflects great credit on the management.

The evening, owing to the unpropitious weather, was devoted to dancing. An elegant string band had been engaged for this part of the entertainment. At least 3,000 or 4,000 people were on the grounds, and they were an orderly crowd. Quite a charming contrast was presented to the sightseers in the dance as the ladies with bright summer costumes went whirling around with men dressed in the somber uniform of the United States soldier, relieved here and there by a silver ornament.

The picnic was under the management of Mayor McCall, and a hearty vote of thanks was accorded the gentleman because he conducted the picnic with great ability and brought it to a successful termination socially and financially.

METHODISTS IN CONFERENCE.

They Decided to Hold Their Next Meeting in Washington County.

At the Pittsburg conference of the Methodist Protestant Church at Springdale, yesterday, in the absence of the President, Dr. John Scott was called to the chair. The conference committees were announced. Rev. Reed, of the United Presbyterian Church, and Rev. William Hastings, of Toronto, O., were introduced to the conference.

The examination of the character of pastors was resumed. Several letters and papers were read, and referred to the proper committees. Rev. J. B. Walker, Corresponding Secretary of the Board of Ministerial Education, addressed the conference upon that work, and upon the educational outlook at Adrian College.

At the afternoon session the conference voted to hold its next annual session at Amity, Washington county, Pa., on the first Wednesday of September. Rev. A. R. Seaman, of New Cumberland, preached to a large audience in the evening.

BURIED IN WHEAT.

The Peculiar Manner in Which a Chicago Elevator Employe Met His Death.

CHICAGO, September 5.—The Coroner was notified this afternoon of the death of Jacob Szoll, who worked in Purcell's grain elevator, Larrabee street. Szoll was in the elevator when one of the doors gave away and an immense lot of wheat poured in upon him, burying him so that he smothered to death.

Pay Rolls Ready.

The pay rolls of the city departments are nearly all completed for the month of August, and to-day the firemen and employes of markets and wharves will receive their pay; the police will be paid Saturday morning at Central station, and the employes on streets and sewers on Monday.

Important Meeting of Viewers.

The Board of Viewers yesterday held a final meeting on the grading and paving of Fifth avenue, between Penn and Frankstown avenues, East End. The part of the avenue under consideration is about one and one-half miles in length.

ONLY AS A HUGE JOKE

Do the Canadians Regard the Present Behring Sea Trouble.

NOT A VESTIGE OF WAR FEELING

Has Yet Spread Abroad Among Our Neighbors of the Dominion.

THE RELATIONS OF THE GRAND TRUNK

And the Inter-State Commerce Commission Are Peaceful So Far.

Joseph Hickson, General Manager of the Grand Trunk Railroad, states that there is no danger of serious trouble between Canada and the United States over the Behring Sea difficulty. Railroad matters are equally peaceful.

NEW YORK, September 5.—Joseph Hickson, of Montreal, general manager of the Grand Trunk Railway system, was in the city attending a quarterly meeting at the Trunk Line Commissioner's office. In reply to a question as to the "war feeling" in Canada he laughed heartily and remarked: "Why, I haven't heard of any 'war feeling' except in a few newspapers which seemed to be looking for a sensation. The people of Canada are very peaceably inclined so far as I can discover. They regard the work of your revenue cutter in Behring Sea as a huge joke. She overhauls a Canadian sealing vessel, puts a prize crew of one man aboard, tells her to sail for Sitka, and sails away again. The 'prize crew' simply lies in his bunk, while the sealer seeks a Canadian port and turns over her cargo, 'prize crew, and all, to her owners.

"I should consider that more of a joke than anything else. You needn't fear that Canada will try to thrash the United States until she finishes up the 'prize crews.' They are her greatest bugbears just now. Of course, Canada claims that you have no ground for attempting to close Behring Sea, but the matter will be settled by diplomatic negotiation. The Vancouver sealers seem to think the Government somewhat slow about it, but they can't well go to war without the Government's consent."

NOT MUCH OF A DISPUTE.

"How did you come out of your controversy with the inter-State Commerce Commission?"

"We had no controversy that I know of. The commission thought we were unwilling to recognize their jurisdiction, and the question was brought up on the importation of coal over our line into Canada. We have simply posted our rates with the commission and gone on about our business. The commission couldn't fix our rates for us, and didn't try to do so. I was at the Trunk Line Commissioner's office to-day, and I heard many expressions of regret at the departure of Albert Fink. He has been a great loss to the railroads. His calm, judicial mind, his patience and his great ability, enabled him to fill that most trying position with a wonderful degree of satisfaction to railroad men, and his place will be hard to fill. I understand that he is a very sick man, and will probably never return to America, and I am truly sorry for it.

"I wish I could have as high a regard for the wisdom of all your laws as I have for the American Government and the American people, for I look upon the latter with sentiments more than respectful," he continued. "But I must say I am not in sympathy with your contract labor law. Its motive is doubtless good, but I seriously question its wisdom.

A CHINESE WALL.

"Here you are, one of the greatest and most progressive nations of the world to-day, and you have turned back to ancient history and built a veritable Chinese wall about your land. Just to think, I cannot employ a Canadian to load our cars on the American side without I submit to a fine of $1,000 for each man so employed. It makes no difference if my men are trained in the service and are thoroughly competent, I cannot use them on this side of the line without violating your law. It is the same in all branches of business.

"Now, it seems to me that this country is large enough for us all, and for my part I would not prevent any man from coming in; but you do. You have barred out the Chinese absolutely. In Canada we impose a tariff of $50 on each one that lands, and let as many come as choose at that price. They don't seem to interfere with us much. Your Congress, doubtless, thought its reasons good, or the act would not have been passed; but I don't understand how they can do you any more harm than they do us.

"It may be out of place for me to criticise your laws, but you ask me what I think and I tell you. Returning to railroad subjects, in which I am interested, I must say that much of the good that could have been accomplished by the Inter-State Commerce Commission seems to me to have been lost sight of in framing the law creating it.

POOLING ALL RIGHT.

"The prohibition of pooling has deprived the railroads of one of their greatest levers for the maintenance of rates. Four or five competing lines solemnly agree by their representatives to maintain rates. Now, if one of these representatives is dishonest or disposed to be tricky, he may secretly cut rates to the disadvantage of the other roads, and you have no power to punish him because of the difficulty of proving the charge. When pooling was allowed it removed the incentive for dishonesty or trickery; but, as the law now stands, you have simply put a premium on dishonesty.

"You have feared combinations and have forced consolidations. Now, it seems to me that pooling should have been legalized, the reasonableness of rates submitted to the Inter-State Commerce Commission, whose members are surely competent to judge on that point, and you would have simplified the railroad situation at once."

Ten Thousand.

Though most houses are unprepared with new fall styles, our counters are crowded with the newest, brightest and most fashionable clothing ever seen in this city. All the latest fall styles in both rough and smooth-faced goods we display, and to introduce them we will sell 10,000 men's suits at the two bargain prices of $12 and $15. These suits are cut, trimmed and finished equal to custom make, and at $12 and $15 are the greatest value ever offered. Sale starts at 8 o'clock this morning. Pittsburg Combination Clothing Company.

P. C. C. C., cor. Grant and Diamond sts., opp. the new Court House.

CALL for Frauenheim & Vilsack's celebrated Pilsner beer, on draught at all first-class bars.

A DESPERATE MAN ESCAPES.

Significant Flight From Dixmont's Prison Department.

Peter Griffin, an inmate of the prison department of the Dixmont Hospital, made his escape yesterday morning. Griffin was convicted about a year and a half ago of the robbery of a Penn avenue store and received a sentence of six years to the penitentiary. About six months after his incarceration he was adjudged insane and sent to Dixmont.

He was discovered to have escaped when the inmates were fed yesterday morning, and the police were notified. They say Griffin is a desperate character, and they now think he feigned insanity in order to secure his transfer and ultimately escape.

A FATAL ACCIDENT.

One Brother Killed and Two Others Injured in a Railroad Wreck.

A gravel train on the Bellevernon road was derailed by a cow. Eight cars were knocked off the track. Three brothers named Scanlon, of Milesville, were on the rear car. One was killed, one had a broken leg, and the other was seriously hurt.

HENDRICKS & CO.,

Popular Photographers, 68 Federal Street, Allegheny.

Will give special low rates for photographs during the Exposition. Liberal discount on all work done. Don't forget this. Everybody welcome. Good cabinets $1 a dozen.

New Fall Neckwear

To be had here—to-day—in the to-be-worn shapes. JOS. HORNE & CO.'S Penn Avenue Stores.

Beware of Imitations.

Be sure you patronize the Standard Photo Art Gallery, 70 Federal street, Allegheny, for fine cabinets at $1 per dozen. Bring children. No stairs to climb.

$1. Until October. $1.

Mothers, bring children to Aufrecht's Elite gallery, 516 Market street, Pittsburg. Use elevator. Cabinets $1 per dozen, proof shown.

Special Sale.

Remnant sale of wall paper now going on at Jno. S. Roberts', 414 Wood st. WF

ROYAL

BAKING POWDER

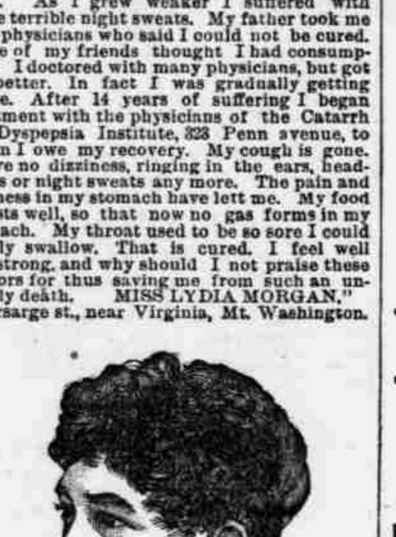
Absolutely Pure.

This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight, alum or phosphate powders. *Sold only in cans.* ROYAL BAKING POWDER CO., 106 Wall St., N. Y. oc5-m46-MWFSu

20 Doctors Said She Must Die

Miss Morgan, of this city, speaks:

"The catarrh in my system caused me to be continually hawking and spitting. I had a short, hacking cough, tightness in the chest, short breath, and I felt weak and tired all the time. As I grew weaker I suffered with those terrible night sweats. My father took me to 20 physicians who said I could not be cured. Some of my friends thought I had consumption. I doctored with many physicians, but got no better. In fact I was gradually getting worse. After 14 years of suffering I began treatment with the physicians of the Catarrh and Dyspepsia Institute, 323 Penn avenue, to whom I owe my recovery. My cough is gone. I have no dizziness, ringing in the ears, headaches or night sweats any more. The pain and soreness in my stomach have left me. My food digests well, so that now no gas forms in my stomach. My throat used to be so sore I could hardly swallow. That is cured. I feel well and strong, and why should I not praise these doctors for thus saving me from such an untimely death. MISS LYDIA MORGAN."
Kearsarge st., near Virginia, Mt. Washington.



Mrs. Dr. Crossley, ladies' consulting physician at the Catarrh and Dyspepsia Institute, 323 Penn ave. Consultation free.

Office hours, 10 A. M. to 4 P. M., and 6 to 8 P. M. Sundays, 12 to 4 P. M. se4-MWF

PATENTS.

O. D. LEVIS, Solicitor of Patents, 131 Fifth avenue, above Smithfield, next Leader office. (No delay.) Established 20 years. se29-h10

RAILROADS.

PITTSBURG AND WESTERN RAILWAY

Trains (Ct'l Stan'd time)	Leave.	Arrive.
Day Ex., Akron, Toledo, Kane	6:40 a m	7:37 p m
Butler Accommodation	9:00 a m	5:00 p m
Chicago Express (daily)	12:40 p m	11:30 a m
New Castle Accommodation	4:30 p m	7:00 p m
Butler and Foxburg Ac	5:30 p m	5:30 a m

First class fare to Chicago, $10 50. Second class, $9 50. Pullman Buffet sleeping car to Chicago daily.

PITTSBURG AND CASTLE SHANNON R. R. Summer Time Table. On and after May 1, 1889, until further notice, trains will run as follows on every day, except Sunday. Eastern standard time: Leaving Pittsburg—6:20 a. m., 7:10 a. m., 8:00 a. m., 9:30 a. m., 11:30 a. m., 1:40 p. m., 3:40 p. m., 5:10 p. m., 5:50 p. m., 6:30 p. m., 9:30 p. m., 11:30 p. m. Arlington—5:40 a. m., 6:20 a. m., 7:10 a. m., 8:00 a. m., 10:20 a. m., 1:00 p. m., 2:40 p. m., 4:20 p. m., 5:10 p. m., 5:50 p. m., 7:10 p. m., 10:30 p. m. Sunday trains, leaving Pittsburg—10 a. m., 12:50 p. m., 2:30 p. m., 5:10 p. m., 7:10 p. m., 9:30 p. m. Arlington—9:10 a. m., 12 m., 1:50 p. m., 4:20 p. m., 6:30 p. m., 8:00 p. m.
JOHN JAHN, Supt.

PITTSBURG AND LAKE ERIE RAILROAD COMPANY—Schedule in effect June 2, 1889, Central time. DEPART—For Cleveland, 5:00, *8:00 a. m., *1:35, 4:10, *9:30 p. m. For Cincinnati, Chicago and St. Louis, 5:00 a. m., *1:35, *9:30 p. m. For Buffalo, 8:00 a. m., 4:10, *9:30 p. m. For Salamanca, *8:00 a. m., 4:10 p. m. For Youngstown and New Castle, 5:00, *8:00, 10:15 a. m., *1:35, 4:10, *9:30 p. m. For Beaver Falls, 5:00, *8:00, 8:30, 10:15 a. m., *1:35, 3:30, 4:10, 5:15, *9:30 p. m. For Chartiers, 5:00, †5:30 a. m., 5:35, 6:20, *6.55, 7:15, *8:05, 8:30, 9:25, 10:15 a. m., 12:05, *12:45, 1:40, 3:30, †4:30, 4:50, *5:05, 5:15, *8:05, *10:30 p. m. ARRIVE—From Cleveland, *6:30 a. m., *12:30, 5:35, *7:55, 9:40 p. m. From Cincinnati, Chicago and St. Louis, *12:30, 7:55 p. m. From Buffalo, *6:30 a. m., *12:30, 9:40 p. m. From Salamanca, *12:30, *7:55 p. m. From Youngstown and New Castle, *6:30, 9:20 a. m., *12:30, 5:35, *7:55, 9:40 p. m. From Beaver Falls, 5:25, *6:30, 7:20, 9:20 a. m., *12:30, 1:10, 5:35, *7:55, 9:40 p. m. P., C. & Y. trains from Mansfield, 8:30 a. m., 3:30, 4:50 p. m. For Essen and Beechmont, 8:30 a. m., 3:30 p. m. P., C. & Y. trains from Mansfield, Essen and Beechmont, 7:08 a. m., 11:59 a. m. P. McK. & Y. R. R.—DEPART—For New Haven, †5:30 a. m., *3:30 p. m. For West Newton, †5:30, 10:05 a. m., 3:30, 5:15 p. m. ARRIVE—From New Haven, †7:30 a. m., *5:00 p. m. From West Newton, 6:15, †7:30 a. m., 1:25, *5:00 p. m. For McKeesport, Elizabeth and Monongahela City, *5:30, 10:05 a. m., *3:30, 5:15 p. m. From Monongahela City, Elizabeth and McKeesport, *7:50 a. m., 1:25, *5:00 p. m.

*Daily. †Sundays only. ‡Will run one hour late on Sunday. ‖Will run two hours late on Sunday. City ticket office, 401 Smithfield street.

SANFORD'S GINGER FOR OVERFEEDING

SANFORD'S GINGER
Is the Best of All Known Gingers.

The distress arising from overfeeding is speedily overcome by a teaspoonful of SANFORD'S GINGER after a hearty meal.

Dyspepsia, flatulency, rising of food, cramps, indigestion, sick headache, nausea, and many ills may be prevented by a timely dose.

SANFORD'S GINGER is a delicious combination of imported ginger, choice aromatics, and medicinal French brandy, and is the finest ginger ever compounded in the history of medicine.

As a pure fruit stimulant for the aged, mentally and physically overworked, for delicate females, especially mothers, and as a means of eradicating a craving for intoxicants, it is invaluable.

Never travel without SANFORD'S GINGER.

Beware of cheap, worthless, and often dangerous gingers which are urged as substitutes. Ask for

SANFORD'S GINGER
With Owl Trade Mark on the Wrapper.

NEW ADVERTISEMENTS.

Nobody ever would have dreamed of the metal eyelet, if some bright woman had happened to think of a loop of corset lace before the brass eyelet got invented.

One is a woman's device; the other smacks of the machine-shop.

One is soft; the other hard and forbidding.

One is smooth; the other has sharp edges.

One is invisible through the dress; the other shows the corset laces unpleasantly.

One is a woman's way of doing things; the other belongs to the man with a hammer.

Why can't we have women inventing things for women's use, especially dress?

The soft eyelet—a mere loop of corset lace—is used in the Ball and Kabo corsets, the corsets that you can get at almost any store in the country, wear them two or three weeks, and go back and get your money, if you don't like them.

CHICAGO CORSET CO., Chicago and New York.

THE MERCANTILE AGENCY

R. G. Dun & Co.,

Germania Bank Building, 423 Wood street, corner of Diamond, Pittsburg, Pa.

This establishment supplies all necessary information as to the standing, responsibility, etc., of business men throughout North America. It is the oldest and by far the most complete and extensive system ever organized for the accommodation of Banking and Mercantile interests and the General Promotion and Protection of Trade.

Debts Collected and Legal Business Attended to throughout the North American Continent. FRI

BARGAINS! BARGAINS! BARGAINS!

DOUGLAS & MACKIE

Have succeeded pretty well in clearing out their summer stock, and as low prices talk every time, what remains will be offered at almost too ridiculous for anything prices:

One pile very pretty Plain and Plaid Dress Goods, not a piece of which sold for less than 15c, while many of them were 25c, your pick of the lot now for 10c a yard.

36-inch Plain and Plaid 37½c; suitings for 15c a yard now.

A most fascinating Range Fancy Silk mixed effect Dress Goods that were 40c, now for 25c a yard.

42-inch English Mohairs, in fancy stripes and plains, they were 50c, price now only 31c a yard.

FALL GOODS ARRIVING DAILY.

JUST TO HAND—A few hundreds Ladies' Early Fall Wraps and Jackets. Perfect conceptions of beauty.

COME AND SEE THEM.

151 and 153 FEDERAL STREET, ALLEGHENY.

se2-MWF

THE THIRD DAY

AND THE SUCCESS OF THE

PITTSBURG

EXPOSITION

INCREASES EVERY HOUR.

ELECTRICAL, MUSICAL and FLORAL DISPLAY

coupled with the Handsomest Exhibits and most superb Art Galleries ever shown west of the mountains,

LEAD ON TO SUCCESS.

COME. ADMISSION, 25c. CHILDREN, 15c. COME.

se6-9

PAINLESS EFFECTUAL

BEECHAM'S PILLS

THE GREAT ENGLISH MEDICINE WORTH A GUINEA A BOX

For Bilious and Nervous Disorders, such as Wind and Pain in the Stomach, Sick Headache, Giddiness, Fulness, and Swelling after Meals, Dizziness and Drowsiness, Cold Chills, Flushings of Heat, Loss of Appetite, Shortness of Breath, Costiveness, Scurvy, Blotches on the Skin, Disturbed Sleep, Frightful Dreams, and all Nervous and Trembling Sensations, &c. THE FIRST DOSE WILL GIVE RELIEF IN TWENTY MINUTES. This is no fiction. Every sufferer is earnestly invited to try one Box of these Pills, and *they will be acknowledged to be a Wonderful Medicine.*—"Worth a guinea a box."—BEECHAM'S PILLS, taken as directed, will quickly *restore females* to complete health. For a

WEAK STOMACH; IMPAIRED DIGESTION; DISORDERED LIVER;

they ACT LIKE MAGIC:—*a few doses* will work wonders upon the Vital Organs, Strengthening the muscular System; restoring long-lost Complexion; bringing back the keen edge of appetite, and arousing with the ROSEBUD OF HEALTH the *whole physical energy* of the human frame. These are "facts" admitted by thousands, in all classes of society, and one of the best guarantees to the Nervous and Debilitated is that BEECHAM'S PILLS HAVE THE LARGEST SALE OF ANY PATENT MEDICINE IN THE WORLD. Full directions with each Box.

Prepared only by THOS. BEECHAM, St. Helens, Lancashire, England.

Sold by Druggists generally. B. F. ALLEN & CO., 365 and 367 Canal St., New York, Sole Agents for the United States, *who (inquire first), if your* druggist does not keep them,

WILL MAIL BEECHAM'S PILLS ON RECEIPT OF PRICE, 25 CENTS A BOX.

USE PEARL TOP LAMP CHIMNEYS

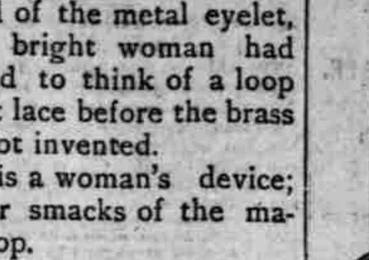
THE BEST IN THE WORLD

MADE ONLY BY GEO. A. MACBETH & CO. PITTSBURGH, PA.

NEW ADVERTISEMENTS.

RUBEN'S

FALL STYLE NO. 2.



GENTS' DRESS DERBY.

$1 90, $2 20, $2 40, $2 90, $3 40.

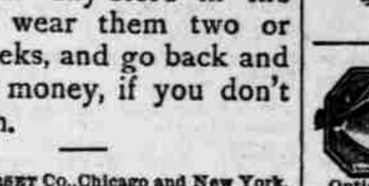
Last week we illustrated a very nobby shape intended solely for young Gent's wear. This week we publish a hat of larger proportions, and one suitable for portly and fleshy gentlemen, or those of middle age. This Derby is essentially and emphatically a fall hat. The full crown, medium brim and heavy rolling curl makes it one of the most stylish and becoming hats in the market. One of the attractive features in our establishment is the earnest endeavor to give customers the benefit of our judgment in the selection of headgear, and where our advice is taken a stylish and becoming hat will adorn the wearer every time.

RUBEN,

The Hatter and Furnisher,

421 and 423 Smithfield St.

se1-WFSu



Optical, Mathematical and Engineering Instruments and Materials. Profile, cross-section, tracing and blue-process papers, tracing linen, etc. Largest and best stock of Spectacles and Eye Glasses.

KORNBLUM, Theoretical and Practical Optician.

No. 50 Fifth avenue. Telephone No. 1686. jy31-DSu

Established 1832.

BROOM CORN.

Broom Manufacturers Supplies

PEANUTS.

ROBERT DICKEY & CO.,

77 WATER ST. AND 96 FIRST AVE.

Telephone 163. au23-31-MWF

NEW ADVERTISEMENTS.

KAUFMANNS'

.: FIRM HOLD .:

of the Clothing, Cloak, Shoe, Hat and Furnishing Goods trade—not only in Pittsburg, but in entire Western Pennsylvania, Eastern Ohio and West Virginia—will be firmer than ever during

THE COMING FALL SEASON

for right now we are better prepared than ever to cater to and satisfy all classes and conditions of people.

The number of those who patronize us increases daily. We have all along claimed that we were headquarters in this section for everything pertaining to the various lines of goods handled by us. That we could, in sporting parlance, "see" our competitors and "go them one better." We claimed this because we believed it, hence it is most gratifying to us to find that the number of those who also believe it increases daily.

JUST NOW WE ARE BUSILY ENGAGED

in the successful attempt of converting into cash the balance of our stock of Spring and Summer Clothing. The heated term isn't over yet. Oh, no! Indeed, the thermometer during the past few days has ranged higher than at any time this summer, and thin garments are not only proper but necessary from now until the cooler weather sets in. What do you want? An Alpaca, Seersucker, Pongee, Mohair, Flannel or Drap d'Ete Coat and Vest? You can buy any kind, grade or style for one-half the regular price.

.: THE LIVELY SHOE TRADE .:

that we enjoyed all through the month of August still continues. This fact, in the face of the loud complaints about dull trade on the part of other dealers, is proof positive of the popularity of our goods and prices. It's the wonderful and matchless values we give that attract the masses to our store.

Since the re-opening of the schools our trade in Boys' and Misses' School Shoes has been especially heavy. We have sold several thousand pairs of our Boys' $1 50 and Misses' and Youths' $1 25 Shoes. They're the most comfortable and substantial solid leather footwear manufactured and equal to anything sold elsewhere for double the money.

FACTS ABOUT OUR NEW FALL HATS

There is no mistaking the temper of the gentlemen of Pittsburg on the Hat question. They are determined to stop paying the gilt-edged profits of exclusive Hatters and buy their headgear at popular prices. Thus, for instance, our new Youman, Knox, Dunlap and "Little English" Derbys hit the taste and pocketbook of all sensible gentlemen to a dot. Our prices for them range from $1 24 to $3 50, and the qualities are precisely the same for which other hatters get from $2 to $5.

All the latest novelties in Children's Hats—a most bewildering profusion to select from—at strikingly low prices. Nice, cute styles from 25c up.

☞FREE. We will continue to give a rubber (waterproof) School Bag with every purchase in the Boys' department.

☞FREE. A beautiful and very amusing novelty will be handed every person passing our Grand Display at the Exposition.

KAUFMANNS,

Fifth Avenue and Smithfield Street.

se5-D

RAILROADS.

PENNSYLVANIA RAILROAD—ON AND after August 26, 1889, 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, 3:20 a. m.
Mail train, daily, except Sunday, 5:30 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 4:30 p. m.
Eastern express daily at 7:15 p. m.
Fast Line daily at 8:10 p. m.
Express for Bedford 1:00 p. m., week days.
Express for Cresson and Ebensburg 2:55 p. m., Saturdays only.
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	8:10 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, 5:30 and 8:35 a. m. and 4:25 p. m., without change of cars: 12.50 p. m., connecting at Greensburg. Trains arrive from Uniontown at 9:45 a. m., 12:20, 5:35 and 8:10 p. m.

WEST PENNSYLVANIA DIVISION.

From FEDERAL ST. STATION, Allegheny City.

Mail train, connecting for Blairsville	6:45 a. m.
Express, for Blairsville, connecting for Butler	3:15 p. m.
Butler Accom	8:20 a. m., 2:25 and 5:45 p. m.
Springdale Accom	9:00, 11:50 a. m. 3:30 and 6:20 p. m.
Freeport Accom	4:15, 8:30 and 11:40 p. m.
On Sunday	12:50 and 9:30 p. m.
North Apollo Accom	11:00 a. m. and 5:00 p. m.
Allegheny Junction Accommodation connecting for Butler	8:20 a. m.
Blairsville Accommodation	10:40 p. m.

Trains arrive at FEDERAL STREET STATION:

Express, connecting from Butler	10:35 a. m.
Mail Train	1:45 p. m.
Butler Accom	9:10 a. m., 4:40 and 7:20 p. m.
Blairsville Accommodation	9:52 p. m.
Freeport Accom.	7:40 a. m., 1:25, 7:20 and 11:10 p. m.
On Sunday	10:10 a. m. and 7:00 p. m.
Springdale Accom	6:37, 11:48 a. m., 3:25, 6:30 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, 10:40 a. m. For Monongahela City and West Brownsville, 7:05 and 10:40 a. m. and 4:40 p. m. On Sunday, 1:01 p. m. For Monongahela City, 5:40 p. m., week days.
Dravosburg Ac., week days, 3:20 p. m.
West Elizabeth Accommodation, 8:20 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.

PANHANDLE ROUTE—JULY 8, 1889, UNION station, Central Standard Time. Leave for Cincinnati and St. Louis, d 7:30 a. m., d 8:00 and d 11:15 p. m. Dennison, 2:45 p. m. Chicago, 12:05, d 11:15 p. m. Wheeling, 7:30 a. m., 12:05, 6:10 p. m. Steubenville, 5:55 a. m. Washington, 5:55, 8:35 a. m., 1:55, 3:30, 4:45, 4:55 p. m. Bulger, 10:10 a. m. Burgettstown, S 11:35 a. m., 5:25 p. m. Mansfield, 7:15, 9:30, 11:00 a. m., 1:05, 6:30, d 8:35; 10:55 p. m. McDonalds, d 4:15, d 9:45 p. m.

From the West, d 2:10, d 6:00 a. m., 3:05, d 5:55 p. m. Dennison, 9:30 a. m. Steubenville, 5:05 p. m. Wheeling, 2:10, 8:45 a. m., 3:05, 5:55 p. m. Burgettstown, 7:15 a. m., S 9:05 a. m. Washington, 6:55, 7:50, 8:40, 10:25 a. m., 2:35, 6:45 p. m. Mansfield, 5:35, 8:30, 11:40 a. m., 12:45, 3:55, 10:00 and S 6:20 p. m. Bulger, 1:40 p. m. McDonalds, d 6:35 a. m., d 9:00 p. m.

d daily; S Sunday only; other trains, except Sunday.

RAILROADS.

PENNSYLVANIA COMPANY'S LINES—May 12, 1889, Central Standard Time.

TRAINS DEPART

As follows from Union Station: For Chicago, d 7:25 a. m., d 12:20, d 1:00, d 7:45, except Saturday. 11:20 p. m.; Toledo, 7:25 a. m., d 12:20, d 1:00 and except Saturday. 11:20 p. m.; Crestline, 5:45 a. m.; Cleveland, 6:10 a. m., 12:45 and d 11:05 p. m. and 7:25 a. m., via P., F. W. & C. Ry.; New Castle and Youngstown, 7:05 a. m., 12:20, 3:45 p. m.; Youngstown and Niles, d 12:20 p. m.; Meadville, Erie and Ashtabula, 7:05 a. m., 12:20 p. m.; Niles and Jamestown, 3:45 p. m.; Massillon, 4:10 p. m.; Wheeling and Bellaire, 6:10 a. m., 12:45, 3:30 p. m.; Beaver Falls, 4:00, 5:05 p. m., Rock Point, S 8:20 a. m.; Leetsdale, 5:30 a. m.

ALLEGHENY—Rochester, 6:30 a. m.; Beaver Falls, 8:15, 11:00 a. m.; Enon, 3:00 p. m.; Leetsdale, 10:00, 11:45 a. m., 2:00, 4:30, 4:45, 5:30, 7:00, 9:00 p. m.; Conway, 10:30 p. m.; Fair Oaks, S 11:40 a. m.; Leetsdale, S 8:30 p. m.

TRAINS ARRIVE Union station from Chicago, except Monday 1:50, d 6:00, d 6:35 a. m., d 6:50 p. m.; Toledo, except Monday 1:50, d 6:35 a. m., 6:50 p. m., Crestline, 2:10 p. m.; Youngstown and New Castle, 9:10 a. m., 1:25, 6:50, 10:15 p. m.; Niles and Youngstown, d 6:50 p. m.; Cleveland, d 5:50 a. m., 2:25, 7:00 p. m.; Wheeling and Bellaire, 9:00 a. m., 2:25, 7:00 p. m.; Erie and Ashtabula, 1:25, 10:15 p. m.; Massillon, 10:00 a. m.; Niles and Jamestown, 9:10 a. m.; Beaver Falls, 7:30 a. m., 1:10 p. m., Rock Point, S 8:25 p. m.; Leetsdale, 10:40 p. m.

ARRIVE ALLEGHENY—From Enon, 8:00 a. m.; Conway, 6:50; Rochester, 9:40 a. m.; Beaver Falls, 7:10 a. m., 5:45 p. m.; Leetsdale, 5:50, 6:15, 7:45 a. m., 12:00, 1:45, 4:00, 6:30, 9:00 p. m.; Fair Oaks, S 8:55 a. m.; Leetsdale, S 6:05 p. m.; Rock Point, S 8:15 p. m.

S, Sunday only; d, daily; other trains, except Sunday. ja5

BALTIMORE AND OHIO RAILROAD—Schedule in effect May 12, 1889. For Washington, D. C., Baltimore, Philadelphia and New York, *8:00 a. m., and *9:20 p. m. For Cumberland, *8:00 a. m., ‡1:00, *9:20 p. m. For Connellsville, ‡6:40 and *8:00 a. m., ‡1:00, ‡4:00 and *9:20 p. m. For Uniontown, ‡6:40, *8:00 a. m., ‡1:00 and ‡4:00 p. m. For Mount Pleasant, ‡6:40 and ‡8:00 a. m., and ‡1:00 and ‡4:00 p. m. For Washington, Pa., *6:45, ‡9:40 a. m., *3:35, ‡5:30 and *8:20 p. m. For Wheeling, *6:45, ‡9:40 a. m., *3:35, *8:30 p. m. For Cincinnati and St. Louis, *6:45 a. m., *8:30 p. m. For Columbus, *6:45 and 9:40 a. m., *8:30 p. m. For Newark, *6:45, ‡9:40 a. m., *3:35, *8:30 p. m. For Chicago, *6:45, ‡9:40 a. m., *3:35 and *8:30 p. m. Trains arrive from New York, Philadelphia, Baltimore and Washington, *8:20 a. m. and *8:50 p. m. From Columbus, Cincinnati and Chicago, *7:45 a. m. and *9:00 p. m. From Wheeling, *7:45, *10:50 a. m., ‡5:00, *9:00 p. m. Through sleeping cars to Baltimore, Washington and Cincinnati.

Wheeling accommodation, 8:30 a. m., Sunday only. Connellsville accommodation at §8:35 a. m.

*Daily. ‡Daily except Sunday. §Sunday only.

The Pittsburg Transfer Company will call for and check baggage from hotels and residences upon orders left at B. & O. Ticket Office, corner Fifth avenue and Wood street. CHAS. O. SCULL, Gen. Pass. Agt. J. T. ODELL, Gen. Mgr.

ALLEGHENY VALLEY RAILROAD—Trains leave Union Station (Eastern Standard time): Kittanning Ac., 6:55 a. m.; Niagara Ex., daily, 8:45 a. m., Hulton Ac., 10:10 a. m.; Valley Camp Ac., 12:05 p. m.; Oil City and DuBois Express, 2:00 p. m.; Hulton Ac., 3:00 p. m.; Kittanning Ac., 4:00 p. m.; Braeburn Ex., 5:00 p. m.; Kittanning Ac., 5.30 p. m.; Braeburn Ac., 6:20 p. m.; Hulton Ac., 7:50 p. m.; Buffalo Ex., daily, 8:50 p. m.; Hulton Ac., 9:45 p. m.; Braeburn Ac., 11:30 p. m. Church trains—Braeburn, 12:40 p. m. and 9:35 p. m. Pullman Parlor Buffet and Sleeping Cars between Pittsburg and Buffalo. JAS. P. ANDERSON, G. T. Agt.; DAVID McCARGO, Gen. Supt.