TOO MANY RAILROADS

Commissioner Horace A. Taylor Points Out Some of the Causes of

RUINOUS RAILWAY COMPETITION.

Companies Pay Too Much Attention to the Trade of Business Centers,

NEGLECTING THE LOCAL TRAFFIC.

Legislation Needed to Protect Government Interest in Bonded Roads.

The Commissioner of Railroads thinks the business of building new lines has been overdone, especially in the West. He commends the workings of certain railway laws, and indicates the necessity for further careful legislation.

WASHINGTON, September 30.—In the annual report of Railroad Commissioner Horace A. Taylor, to-day filed with the Secretary of the Interior, the commissioner gives an exhaustive review of the railroad situation in the West and Northwest, and discusses the ruinous rate wars which he styles alike destructive of the interests of the roads and the shippers. Speaking of railway legislation he says he believes the most of it has been wisely conservative, and continues:

The theory that the recognized laws of trade would ultimately so far prevail as to sufficiently regulate the management of railroads in the interest of the public, has not proven to be correct. Events have demonstrated that these laws have become practically inoperative, and that it is necessary to invoke legislation. The exceedingly unfortunate situation which has of late prevailed in the West and Northwest, presents a vivid illustration, and gives an expensive, though apparently unheeded lesson, as to the effect of unregulated competition. Unless conditions are changed through the voluntary actions of the railroad companies, or by legislative interference, commercial relations will be seriously disturbed and lasting injuries inflicted upon the railroads and upon every department of trade.

MORE ROADS THAN TRAFFIC.

I believe that in many sections of the West, conspicuously in the States of Iowa and Kansas, the mileage of railroads is greatly in excess of the legitimate needs of the carrying trade. If this be true, then many of the investments in railroad properties there must fail to yield remunerative dividends or the schedules of rates be fixed so high as to prove ruinously burdensome to traffic. For this unfortunate condition of affairs, neither the people nor the railroad companies are wholly to blame. Both have contributed to bring it about.

The people have encouraged railroad construction wherever it could be secured, regardless of existing necessities or future complications, and the railroad companies have been duly eager to control the trade by building new lines and feeders for established ones where the volume of traffic was not sufficient to support them. This condition of things presents a problem difficult of solution. It is safe to say that the remedy does not lie in the levying of extortionate charges or waging of reckless rate wars. The security of the railway system lies in administering it with careful respect to justice and the public welfare.

ITS OPPRESSIVE HAND

is laid too heavily upon the people, revenge and revolt will be sure to follow. If investors in railroad properties have expended their capital in the construction of lines not demanded by the present trade, then they must share the fate of all who invest in unproductive enterprises. Relief can only come through increased settlement, stimulating business and developing natural resources. Both the interests of the railroads and the public suffer from the fact that railroad managers devote their energies too largely to the securing of trade from competing centers, and do not sufficiently encourage the development of local traffic.

At least two of my predecessors in office have recommended the enactment of a law providing for the funding of the debts of the bonded roads. These recommendations have been approved by Secretaries of the Interior and of the Treasury in their reports, and by President Cleveland in a message to Congress. The questions involved are serious and important, and I am of the opinion that the time has arrived for some positive legislation.

GOVERNMENT INTEREST IN RAILWAYS.

Substantially the recommendations made by the officers mentioned have been embodied in bills and presented in Congress, but no final action has been had on them. It has been found that the legislation establishing a sinking fund and providing for the payment of a certain per cent of the net earnings of the roads into it, will not realize the end sought, the payment of accruing interest and the final extinguishment of the debts due the Government. The plan heretofore proposed is, in short, to fund the whole remaining debt and interest in obligations of fixed amounts and maturity. Time is of small importance compared with security in the adjustment of these matters. Should a funding bill be presented to Congress at the forthcoming, or at any subsequent session it should be carefully guarded so as to protect fully the interests of the Government, and impose no unreasonable obligations or undue hardships upon the railroad companies.

It is very clear to my judgment that there should be an extension of time, and a reduction of the rate of interest. I am not thoroughly convinced that the end sought can be best attained by the passage of a funding bill providing for regular fixed payment. Successive crop failures, or years of business depression might render the companies unable to meet their obligations.

A WICKED CONSPIRACY.

The Flack Divorce So Styled by the Grand Jury—The Sheriff and His Associates Indicted—Judge and Lawyers Censured.

NEW YORK, September 30.—At noon today the grand jury came into Part I, General Sessions, with the result of their investigation of the Flack divorce case. Foreman Fosdick read a long presentment which stated that the jury gave the case very careful consideration, and had called before them and examined every person who could throw any light on the conspiracy. The jury were satisfied that there was a wicked conspiracy. That such a conspiracy could be carried on under cover of law was of great public concern. The jury called the attention of the Legislature to the pernicious system of appointing referees to take testimony in divorce cases. The testimony should be taken by Judges in open court. The harm which would be done by the publicity of such evidence would be far less than that which befalls when things are done in secret.

"It is obvious," runs the presentment, "that the decree of divorce could not have been obtained without the sanction of Judge Bookstaver; that sanction was obtained partly by deceit and imposture, and partly either by judicial negligence or judicial collusion. If by negligence, such was inexcusable; if by collusion, such was criminal. We have not determined which."

The jury next called attention to the pernicious habit of lawyers allowing their names to be used in cases in which they are not employed. Lawyer Wright, while it might be said he intended no wrong, still deserved to be censured. Ambrose Monell and Joseph Meeks, the jury thought, had imposed on the Court, and had obtained the divorce by collusion, deceit and fraud. The presentment concluded by stating that the jurors, after the most careful investigation, had come to the conclusion that a wicked and criminal conspiracy had been committed, and the persons whose names appeared on the accompanying indictments deserve to be treated according to law. Foreman Fosdick then handed Judge Gildersleeve the presentment and the indictments.

District Attorney Fellows stated late this afternoon that the following persons were indicted in connection with the Flack conspiracy case, and would be in court to-morrow to plead: Sheriff James A. Flack, William L. Flack, his son; Judge Ambrose Monell, counsel for the Sheriff; Thomas Meeks, referee in the divorce proceedings; Mrs. Raymond, co-respondent in the case, and George D. Hart, brother-in-law of the Sheriff.

THEIR HOMES UNKNOWN.

The F. & M. Bank Creditors to be Reached by Advertising—Only 160 Out of 1,000 Have Appeared.

William H. McClung, auditor of the accounts of the defunct Farmers' and Mechanics' Bank of the Southside, yesterday filed a petition in court. He states that he is almost ready to make his report. The indebtedness of the bank is over $320,000, represented by about 1,000 creditors. Of these about 160 have appeared by attorney, and 100 in person, before him. It has become evident that, with few exceptions, the remaining claims will depend for proof on the books and accounts of the bank, verified by the oath of the cashier. The residences of the greater part of these creditors are unknown to the auditor, and he has no means to reach them. He states that he therefore cannot comply with the regular rule of court, requiring a personal notice, and asks that in this case the rule be suspended and the notice to the creditors given by advertisment in the newspapers. Judge Collier granted the petition.

SHE IS SUSPICIOUS.

Emma E. Miller Wants Her Partner to Account for His Actions.

Emma E. Miller yesterday filed bills in equity against Wm. M. Granger and his wife, Lydia M. Granger, of the Fourteenth ward. She states that in September, 1888, she and Mr. Granger engaged in business under the firm name of the Franklin Electrical Supply Company. Granger kept the books and handled all the money. The profits were large, and he kept a bank account, making all the deposits in his own name. For the last 11 months, the plaintiff claims, the books show a persistent purpose on the part of Granger to defraud her. He has made false entries of large sums expended, double entries of items of expense, charges his private expenses to the firm, and omitted to enter large receipts. The aggregate amount she claims to have been defrauded of in that time is over $8,000.

In the bill against Granger she asks for an accounting and settling up of the business, Granger to be compelled to pay her all money due.

In the bill against Mrs. Granger she alleges that since the partnership commenced Mr. Granger has purchased two lots on Forbes street, near Craig street, and placed them in his wife's name. They were bought with the money she was defrauded of, and she asks that it be decreed that Mrs. Granger hold the property as trustee for the plaintiff until the settlement of the partnership accounts.

A MEMORANDUM FOR A WILL.

The Children Appeal From the Register's Decision.

The appeal from the decision of the Register in admitting to probate the will of John W. Butler was heard before Judge Hawkins yesterday. Butler died in Tennessee in 1875. His widow took out letters of administration and was settling up the estate when an old memorandum book was found. It showed the disposition Butler wished to make of his property and charged up to the shares of several of his children money that he had already given them. This was taken as a will, and as part of his estate was in Allegheny county the will was filed here for probate and a contest on the part of some of the children commenced. The questions at issue are the legality of the filing of the will here when Butler was a resident of Tennessee, and the validity of the letters issued to the widow.

MARTIN'S ANSWER.

He Asks That the Petition of the Wishart Crowd be Dismissed.

John A. Martin yesterday filed in the Clerk of Court's office his answer to the petitions of M. W. Wishart, J. P. Young and E. P. Hesser, who asked for a release from the recognizances which had been declared forfeited by Alderman McNulty. Martin denies the allegations of Wishart and the others stating that the cases had been continued before the Alderman and new bail given. He says that there was no postponement, and new bail was only given when they were brought in on alias warrants. He states further that suit has been brought in the Common Pleas Court to recover on the forfeited bonds, and that the matter is not within the jurisdiction of the Quarter Sessions Court. He asks that the petitions be dismissed.

October Grand Jurymen.

United States Marshal Miller yesterday drew the grand and petit jurors for the October term of the United States District Court, to be held here. The term commences the third Monday in October.

The following is the grand jury that was drawn:

David R. Cramer, farmer, Fayette county; Gabriel Hull, farmer, Bedford county, E. P. Gould, attorney, Erie; Eli W. Hazen, farmer, New Castle; H. M. Edwards, attorney, Scranton; P. B. Wood, farmer, Warren county; Hepburn McClure, gent, Williamsport; Henry VanAken, upholsterer, Elk county; Wm. C. Glenn, farmer, Coultersville; James M. Purcell, hotel keeper, Bedford; Isaac S. Robertson, farmer, West Newton; Morris H. Lundy, lumberman, Lycoming county; John K. Crawford, attorney, Franklin; B. F. Burroughs, gent, Mifflin county; A. G. Egbert, physician, Franklin; George W. Hubley, merchant, Allegheny; F. F. Kirk, hotel keeper, Driftwood; John Connor, clerk, Pittsburg, James B. Williams, clerk, Pittsburg; H. B. Gordoner, foundryman, Conderspoint; James P. Hanley, City Treasurer, Erie; S. E. Elliott, minister, Mt. Pleasant; Robert McNamara, gent, Clearfield county.

Grand Jury Findings.

The grand jury yesterday returned the following true bills: J. W. Friend, F. Kuehne, George W. McPherson, maintaining a nuisance; W. M. Justice, George N. Fitts, Fred Seiber, embezzlement; Antonio Palomlo, James Kemp, Joseph Palomlo, Frank Nolan, larceny; Nick Runinger, perjury; Philip Seibert, barratry; Thomas Short, obstructing the execution of a legal process; Andy Sibol, John Sibol, George Stanafsky, malicious mischief; Louis Hilke, John Rodgers, L. Rothstein, Samuel Swartz, George Stanafsky, assault and battery; Christina Letsch, selling liquor without license and on Sunday.

The ignored bills were; L. Hetzel, A. Nurath, Angelo Joai, Juditha Waldschmidt, selling liquor without a license; Juditha Waldschmidt, selling liquor on Sunday; John Hart, maintaining a nuisance; Catharine Ruffing, assault and battery.

To-day's Trial Lists.

Common Pleas No. 1—Ingram vs Walsh; Beckert, Sr., vs McGuire et al; Schmaky vs Martin; Schneller vs Bergner; McKee vs Zehnder; Huquienele et al vs Seibert; Gray vs Brosie; Ball vs Mooney; Van Voorhis, trustee, vs Gumbert et al; Cassidy & Co. vs Elliott; Flannigan vs Boyd et al; Meeks vs Moore; Netz vs Banfield; Goaring vs Gladden, garnishee.

Common Pleas No. 2—Gamble et ux vs Pittsburg, Allegheny and Manchester Railway Company; Loskamp vs Friel et al; White vs Dawson.

What Lawyers Have Done.

CHARLES MCCLURE was convicted of perjury on oath of Peter McGrath.

IN Common Pleas No. 2 Judge Ewing ordered attachments to be issued for Alex. Nimick and T. D. Casey, jurors who did not respond.

H. B. HERRON, ESQ., yesterday was appointed commissioner in the divorce case of Catharine Laubengeiger against Gottlieb Laubengeiger.

PASQUALI VENTONTA pleaded guilty to the larceny of a lot of clothing from Lorenza Clarvilla. He was sentenced two years to the penitentiary.

JUDGE WHITE yesterday decided to hold no Criminal Court to-day. This was done to enable the Grand Army men, of whom there are a number attached to the court, to take part in to-day's exercises.

IN the case of Otis Sheppard and Wm. Langenheim and others, heirs of Gustave Langenheim, against the Iron Workers' Building and Loan Association, a suit in ejectment, a verdict was rendered yesterday for the defendants.

A SPECIAL execution was issued yesterday against John A. Martin for $38 85. The money is the fine and costs in one of the cases appealed from the decision of Alderman Carlisle and decided against Martin. There were three such cases decided against Martin by the Court, and the execution is one. The others will come up afterward. A levy will be made on Martin's goods, and in case the money is not paid he will have to serve 30 days in jail.

HENRY SABST, a grocer, yesterday entered suit against the Pittsburg Traction Company for $200 damages. He states that while he was driving his horse and wagon out Fifth avenue his wagon was run into by a car, and the horse and wagon damaged to the extent claimed.

ALBERT FLOCKER yesterday filed a petition asking for an inquest in lunacy on his father, John Flocker. He states that he has been insane for over a year, and is incapable of managing his estate, which is considerable. S. W. Cunningham was appointed commissioner in the case.

WHEN Criminal Court opened yesterday morning four of the jurors on the panel did not answer to their names, and Judge White ordered attachments to be issued for them. They are F. C. Evans, glass manufacturer, Nineteenth ward; T. H. McAuliff, clerk, Second ward; J. G. Stevens, clerk, Seventeenth ward, and J. E. Johnson, grocer, Knoxsville.

THE suit of Thomas Mellen against Gibson A. Mundorf, with notice to J. G. Fritz, Anna M. Chademan and Lena Lingenfelser, is on trial before Judge Collier. The suit is to recover on mortgages to the extent of $22,000 given by Mundorf to Judge Mellon as collateral security for notes. The property is on the Southside and was leased to Fritz, and Mary Chademan and Lena Lingenfelser.

MRS. CHARLOTTE WALLACE yesterday filed a petition for a writ of habeas corpus on Dr. Henry A. Hutchinson, Superintendent of the insane asylum at Dixmont, to secure her release from that institution. Mrs. Wallace claims that she is illegally and unjustly detained there, and the officials refuse to discharge her. The writ was issued and to-morrow at 3 o'clock fixed for a hearing.

THE SUNDAY RAID.

A Hearing in the Case of Water Street Speak-Easies.

Joseph Anderson, who is the alleged proprietor of the speak-easy on Water street raided on Sunday, was held for court by Judge Gripp yesterday, on charges of selling liquor without a license and selling on Sunday.

Richard McCabe, one of the men arrested in the raid on this place, has appealed from the decision of the Alderman fining him $5 and costs. He says he merely occupied a room in the building in which the illegal liquor selling was carried on, and he denies that he was with the other men at the time of the raid.

The Need of Early Correction.

The pranks played by a naughty liver need early correction. Prompt, pleasant discipline is administered with Hostetter's Stomach Bitters, which expels bile from the blood and directs it into the proper channel, healthfully and painlessly relaxes the bowels and renews obstructed digestion. From malaria and chronic rheumatism the Bitters affords protection, and it promptly checks kidney and nerve trouble.

THE special family tickets issued by Hendricks & Co. have been so largely appreciated by the public that they have been requested to extend the time, which they will do, until November 1. Come early and avoid the rush. 68 Federal street.

B. & B.

These big cloak rooms, full to overflowing with the newest, latest and best jackets, wraps and long garments. Come and see them. BOGGS & BUHL.

THOSE slightly imperfect draps d'ets, $2 50 quality, we are selling at $1 25, are a rare bargain. HUGUS & HACKE. TTSSU

BROCADE velvets, beautiful two-toned effects, actual worth $3, our price 75c a yard. TTSSU HUGUS & HACKE.

30 Days of Grace

On Hendricks & Co.'s special family tickets, good until November 1. Bring the children.

B. & B.

The cloth capes or pelerines in all the shades. Same in plush. Popular prices for the best. BOGGS & BUHL.

VISITORS to the Exposition, don't fail to call at Steinmann's and see the most elegant line of new novelties in jewelry in the two cities, at lowest prices. 107 Federal st. TTSSU

WAINWRIGHT'S beer is the purest and best flavored. Kept by all dealers. Try it.

CABINET photos, $1 per doz. Lies' Popular Gallery, 10 and 12 Sixth st. TTSU

FULL WEIGHT PURE

DR. PRICE'S CREAM BAKING POWDER

MOST PERFECT MADE

Its superior excellence proven in millions of homes for more than a quarter of a century. It is used by the United States Government. Indorsed by the heads of the great universities as the Strongest, Purest and most Healthful. Dr. Price's Cream Baking Powder does not contain Ammonia, Lime or Alum. Sold only in cans. PRICE BAKING POWDER CO. NEW YORK. CHICAGO. ST. LOUIS. my5-82-TTSeoSu

LIPPENCOTT'S NECTAR. Pure rye whisky. Our own manufacture. 3 yr. old, $2 00 per gal. or 50c quart. 4 yr. old, $2 50 per gal. or 65c quart. 5 yr. old, $3 00 per gal. or 75c quart. 6 yr. old, $4 00 per gal. or $1 00 per quart. 8 yr. old, $5 00 per gal. or $1 25 per quart. 10 yr. old, $6 00 per gal. (private stock) or $1 50 quart. 15 yr. old, $7 00 per gal. (private stock) or $1 75 quart. U. E. LIPPENCOTT, se14-35-TTSu 539 Smithfield st., Pittsburg, Pa.

The Great English Complexion SOAP. PEARS' SOAP. Of all druggists, but beware of imitations.

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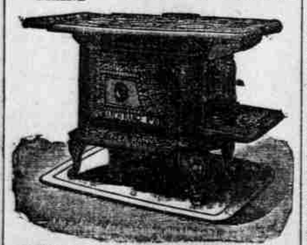

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Is, as its name implies, a most VALUABLE RESTORATIVE to the NERVOUS SYSTEM.

IT GIVES NEW LIFE and Strength when the body is tired and weak from overwork, mental or physical.

Price $1 per bottle. There is no substitute for this preparation.

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Presents in the most elegant form THE LAXATIVE AND NUTRITIOUS JUICE —OF THE— FIGS OF CALIFORNIA, Combined with the medicinal virtues of plants known to be most beneficial to the human system, forming an agreeable and effective laxative to permanently cure Habitual Constipation, and the many ills depending on a weak or inactive condition of the KIDNEYS, LIVER AND BOWELS. It is the most excellent remedy known to CLEANSE THE SYSTEM EFFECTUALLY When one is Bilious or Constipated —SO THAT— PURE BLOOD, REFRESHING SLEEP, HEALTH and STRENGTH NATURALLY FOLLOW. Every one is using it and all are delighted with it. ASK YOUR DRUGGIST FOR SYRUP OF FIGS MANUFACTURED ONLY BY CALIFORNIA FIG SYRUP CO. SAN FRANCISCO, CAL. LOUISVILLE, KY. NEW YORK, N. Y. jy9-77-TTS

15 DOCTORS FAILED

To cure Mrs. Thomas Hatton, and she suffered on for 15 years. The aches and pains which she experienced in almost every part of her body were simply terrible. Those sharp, cutting pains across the small of her back and lower part of her body were 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 from the physicians of the Catarrh and Dyspepsia Institute, 323 Penn avenue, she says: "The condition of my case was much worse than has been described. It is over five months since I became cured, and no trace of the disease has since appeared. I now enjoy good health and am very glad to testify to my permanent cure by the physicians of the Catarrh and Dyspepsia Institute.' MRS. THOMAS HATTON, Putnam, Pa.

MRS. DR. CROSSLEY, ladies' consulting physician at the Catarrh and Dyspepsia Institute, 323 Penn ave. They cure Catarrh, Dyspepsia and Diseases of women. Consultation free to all. Office hours, 10 A. M. to 4 P. M., and 6 to 8 P. M. Sundays, 12 to 4 P. M. se18-155-TTS

Latest improved Spectacles and Eye-Glasses; will fit any nose with ease and comfort. The largest and best stock of Optical Instruments and Artificial Eyes. KORNBLUM, Theoretical and Practical Optician. No. 50 Fifth avenue, near Wood street. Telephone No. 1686. se19-DSu

J. DIAMOND, PRACTICAL OPTICIAN, 22 SIXTH STREET. The Eye examined free of charge. Spectacles perfectly fitted. ARTIFICIAL EYES inserted and warranted to suit. se12-6-TTSu

PAT. JAN. 29, 1884. E. FOX, SCIENTIFIC OPTICIAN Patentee and sole manufacturer of the Eureka Eye Glass. No chain required. Eureka nose blades fitted to other eye glasses. Oculist's prescriptions a specialty. All kind of lenses ground and spectacles made on the premises. 908 PENN AVENUE, PITTS. Seventeenth and Chestnut, Philadelphia. my28-92-TTS

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RAILROADS.

ALLEGHENY VALLEY RAILROAD—(Trains leave Union Station (Eastern Standard time): Kittanning Ac., 6:35 a. m.; Niagara Ex., daily, 8:45 a. m., Hulton Ac., 10:15 a. m.; Valley Camp Ac., 12:05 p. m.; Oil City and DuBois Express, 3:00 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, 9:00 p. m.; Hulton Ac., 9:40 p. m.; Braeburn Ac., 11:20 p. m. Church trains—Braeburn, 12:40 p. m. and 9:35 p. m. Pullman Sleeping Cars between Pittsburg and Buffalo. JAS. P. ANDERSON, G.T. Agt.; DAVID McCARGO, Gen. Supt.

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., 11:00, *9:20 p. m. For Connellsville, 8:40 and *8:00 a. m., 11:00, 14:00 and *9:20 p. m. For Uniontown, 8:40, *8:00 a. m., 11:00 and 14:00 p. m. For Washington, Pa., *6:45, 9:40 a. m., *2:35, 15:30 and *8:20 p. m. For Wheeling, *6:45, 9:40 a. m., *2:35, *8:20 p. m. For Cincinnati and St. Louis, *6:45 a. m., *8:20 p. m. For Columbus, *6:45 and 9:40 a. m., *8:20 p. m. For Newark, *6:45, 9:40 a. m., *2:35, *8:20 p. m. For Chicago, *6:45, 9:40 a. m., *2:35 and *8:20 p. m. Trains arrive from New York, Philadelphia, Baltimore and Washington, *6:20 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., 15:00, *9:00 p. m. Through sleeping cars to Baltimore, Washington and Cincinnati.

Wheeling accommodation, 8:30 a. m., Sunday only. Connellsville accommodation at 4:35 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.

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., 11:00 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., 6:30 a. m., 7:10 a. m., 8:00 a. m., 10:30 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—9:15 a. m., 12:00 p. m., 2:30 p. m., 5:10 p. m., 7:15 p. m., 9:30 p. m. Arlington—9:15 a. m., 12 m., 1:30 p. m., 3 p. m., 6:30 p. m., 8:00 p. m. JOHN JAHN, Supt.

NEW ADVERTISEMENTS

Employers of Labor all Interested

(Extracts from Daily Papers.)

An Employe's Suit for Damages.

Wm. J. Gordon entered suit against Carnegie Bros. & Co., Limited, to recover damages for $5,000 for injury sustained by one of the furnaces bursting out and the hot coke gas burning the plaintiff on the face, arms and body. Injury claimed to be caused by neglect and proper care on part of defendant Company in the faulty connection of the furnace.

Another.

E. M. Powell entered suit against the Braddock Wire Co. for $10,000 damages for injury caused by wire being wrapped around both of plaintiff's legs and dragging him over hot iron floor, and injuring him permanently.

Asking $50,000 for an Eye.

A suit for $50,000 damages was yesterday brought against the Enterprise Mills, Germantown, by Elizabeth Fulton, formerly a spinner in the mills. The woman was hit in the face by the end of a broken belt and one eye was destroyed.

At a small expense an EMPLOYER can protect himself against claims by insuring in

The Employers' Liability Assurance Corporation, Lim.,

CAPITAL - - - - - $2,500,000.

For Particulars, Rates, etc., apply to

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Night School Opens Monday, September 30. au15-79-TTS

GRAND OPENING

WEDNESDAY and THURSDAY,

October 2 and 3.

MAGNIFICENT EXHIBIT -OF- Pattern Bonnets and Round Hats.

A grand aggregation of the finest and most desirable stock of

TRIMMED MILLINERY,

Embracing innumerable styles adopted by the leading modistes of Paris and London. Also many exclusive and rich designs by our own artistes, making this season's display the most complete ever shown in this city. On this occasion we will also display a fine line of

MOURNING MILLINERY.

The Ladies of the two cities and neighborhood are respectfully invited to this, our Twenty-first Grand Fall Opening, which, we think, will excel all former efforts in this direction.

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THE GLORIOUS G. A. R.

—AND THE—

THOUSANDS OF STRANGERS IN OUR CITY

THRICE WELCOME

-AT-

KAUFMANNS'

An invitation, hearty and sincere, is hereby extended to the visiting posts of the Grand Army of the Republic, as well as the countless multitudes of patriotic people who from all sides will flock to this city to witness the great parade of the "Boys in Blue," visit the Exposition, etc., to

CALL AND MAKE THEMSELVES AT HOME

at our establishment. You'll find our doors swing on welcome hinges and we shall have OPEN HOUSE for all who come. Walk right in and take a look at our spacious salesrooms, our mammoth stock of Clothing, Cloaks, Shoes, Hats, Furnishing Goods, etc., and our extremely low prices. Those who will be shrewd enough to take advantage of our matchless inducements by supplying their wants from our store can rest assured of

Saving Enough Money on Their Purchases to Pay for Their Traveling Expenses and Have a Few Dollars Left Besides.

IN HONOR OF THE OCCASION we have beautifully decorated the entire exterior of our building. It is literally covered with gay bunting, flags, banners, shields and foliage. It's a grand sight, truly, and will be considered one of the principal features of G. A. R. Day.

GENTLEMEN, READ THESE TRUTHS About FALL and WINTER CLOTHING.

Our stock is now at its best and you can select no better time for purchasing than this very day. Come and see us. All we ask is a fair and impartial comparison of our goods and prices with those offered elsewhere, and, unless we can do better for you than any other dealer, we don't expect your patronage. We mean to earn and retain your custom by deserving it.

We are now offering Men's fine Fall Suits, in sack and frock styles, at $7, $8, $9 and $10. Beautiful and strictly all-wool Business Suits at $12, $13, $14 and $15, while our exquisite imported tailor-made Dress Suits will go for $18, $20, $22 and $25.

FALL and WINTER OVERCOATS in the latest materials, a grand variety to select from; prices range the same as in suits.

PARENTS, READ THESE FACTS About BOYS' and CHILDREN'S CLOTHING.

Our Boys' Clothing, as every mother well knows, is celebrated for its strength, durability, stylishness, elegance and cheapness. Another advantage you have is the large stock we give you to choose from. Just think! Over 400 styles in Kilt and Jersey Suits; about 1,500 styles in Short-Pant Suits, sizes 4 to 14 (and even 16), and nearly 1,000 styles of Boys' Long-Pant Suits, sizes 12 to 19. Can any other make such a showing? Hardly!

HELLO, BOYS! HERE'S FUN FOR YOU.

With every Suit or Overcoat we shall present one of our Vacuum Tipped Arrow Pistols and Targets. They're as accurate as a revolver and perfectly harmless.

OUR GRAND CLOAK DEPARTMENT

is at present a great gathering place for the Ladies of Pittsburg. So many beautiful styles and exclusive novelties here which cannot be seen elsewhere. Our importations of Wraps from Paris, Jackets from London and Newmarkets from Berlin have already captivated the hearts of the fashionable and economical ladies of both cities.

KAUFMANNS,

Fifth Avenue and Smithfield Street.

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RAILROADS.

PENNSYLVANIA RAILROAD—ON AND after September 21, 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, 5:00 a. m. Sunday, mail, 8:40 a. m.

Day express daily at 3:00 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 8:10 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..... 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, 5:20 and 8:35 a. m. and 4:20 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... 8:45 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, 8:50 and 11:40 p. m.
On Sunday..... 12:30 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..... 9:02 p. m.
Freeport Accom. 7:40 a. m., 1:25, 7:30 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, 4:20 a. m., 2:00, 6:20 and 11:55 p. m. Sunday, 9:40 p. m.

Ticket offices—Corner Fourth avenue and Try street and Union station.

CHAS. E. PUGH, General Manager. J. H. 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, 2:40 p. m. Chicago, 12:05, d 11:15 p. m. Wheeling, 7:30 a. m., 12:05, 6:10 p. m. Steubenville, 5:35 a. m. Washington, 5:05, 8:30 a. m., 1:05, 5:05, 6:45, 4:35 p. m. Bulger, 10:15 a. m. Burgettstown, 5:11, 8:35 a. m., 5:25 p. m. Mansfield, 7:15, 9:30, 11:00 a. m., 1:05, 6:30, d 8:00; 10:55 p. m. McDonald, d 4:15, d 9:45 p. m.

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

‡ daily; § Sunday only; other trains, except Sunday.

RAILROADS.

PENNSYLVANIA COMPANY'S LINES—Sept. 22, 1889. Central Standard Time. TRAINS DEPART As follows from Union Station: For Chicago, d 7:20 a. m., d 12:20, d 1:00, d 7:45, except Saturday, 11:50 p. m.; Toledo, 7:25 a. m., d 12:20, d 1:00 and except Saturday, 11:50 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., 12:25, 5:45 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, 8:40 p. m.; Massillon,