Who Knows.

SAD EYED WOMEN.

Why so Many Ladies are Miserable Clearly Ex

"I feel sad every time I see a woman." The

above remark was made to the writer by one of the oldest and most prominent physicians in New York.
"Is it possible that you are a woman hater,

"Is it possible that you doctor?"
"Not at all, but I have seen so much suffering, so many women who are misorable, that I cannot help feeling sorry for them all. How many ladies do you know that are perfectly well and healthy? How many enjoy life as they should? Is this not enough to make one feel sorrowful?"

CAUTION.

"Pearl-top" plamp chim-neys do not break in

use; they are made of tough

glass by Macbeth & Co., Pitts-

burg. Your dealer probably

has them; if not, he will thank

you to make him acquainted

Chimneys are mostly made

of brittle glass, partly because

it is cheap, and partly because

it is brittle. Makers are apt

to think the sooner things

wear out or break the better

for business. It may be for

business; but not, we suspect,

More Substantial Evidence.

Mr. E. G. Shade, a well-known young man

who lives at No. 50 Gregory street, Southside,

has been a great sufferer from catarrh. He

sneezing. He had dizziness and often felt sick at his stomach. He had a tired feeling, and as his liver became torpid he had a very sallow complexion. His sleep was much disturbed. He took cold very easily and often felt a pain in his lungs. In fact he continually grew worse until his lungs became very weak. It was while in this condition that he began treatment with the catarrh specialists at 323 Penn avenue, of the result he says: "This is to certify that I have been cured of the above conditions.

Hundreds of similar cases have been cured within the past year by the physicians of the Catarrh and Dyspepsia Institute. Many testimonials have been published in the papers and hundreds of others are on file at their office, and which, with the crowds of people who daily assemble at the parlors of this medical institution, is the best evidence of success. Remember these physicians have but one office in this city and which is permanently located at 323 Penn avenue.

Consultation free to all. Patients treated successfully at home by correspondence. Remember the name and place—The Catarrh and Dyspepsia Institute, 323 Penn avenue, Pittsburg. Send two 2-cent stamps for question blank. Office hours, 10 A. M. to 4 P. M., and 6 to 8 P. M. Sundays, 12 to 4 P. M. mn7-MWFSu

was troubled with a

dropping from his

head into his throat.

and his throat was often dry and parched. He had much nasal dis-

charge, and was ter-ribly annoyed with sneezing. He had

for their business.

H

with them.

plained - Some Stirring Remarks by One

STATE LINE To Glasgow, Belfast, Dublin

should? Is this not enough to make one feel sorrowful?"
"There must be a cause for all this, doctor,"
"There is. Women are weak and their troubles largely arise from weaknesses. When a women is weak she requires strength. Her body, her mind and all her functions must be put in a healthy condition, or she cannot secure strength, Nothing does this so easily and surely as pure spirits taken in moderation, either before meals or between meals. I know scores of ladies that are kept in perfect health, strength and brilliance by the judicions use of Duffy's Pure Malt Whiskey. Many of these ladies are wives of ministers and professors, and most of them are temperance women. They realize that Duffy's Pure Malt Whiskey furnishes the best and only positive help, and they are intelligent enough to profit by such knowledge. I know whereof I speak and I speak as a temperance man. The best temperance people of today are the ones who use pure spirits in moderation, and find that strength, vigor, color and brightness are the results, rather than weakness, sallowness and a loss of interest in everything in life."

I was much impressed with the remarks of the doctor, and, believing their importance, reproduce them entire. and Liverpool. FROM NEW YORK EVERY THURSDAY.
Cabin bassage \$35 to \$90, according to location
of stateroom. Excursion \$65 to \$90.
Steerage to and from Europe at Lowest Rates,
"State of California" building.
AUSTIN BALDWIN & CO., General Agents,
35 Brondway, New York.

J. J. McCORMICK. Agent.
639 and 401 Smithfield St., Pittsburg, Pa.
occ2-D

ANCHOR LINE

United States Mail Steamers. Sall every SATURDAY from NEW YORK TO GLASGOW, Calling at MoVILLE. (Londonderry.)
bin passage to Glasgow, Liverpool or Londonderry, \$55 and \$55. Hound trip, \$90 and \$100.
Second-class. \$50. Steerage, \$20.
MEDITERRANEAN SERVICE. Best route to Algiers and coast of Morocco.

NEW YORK TO GIBRALTAR AND NAPLES:
S. S. BOLIVIA, WEDNESDAY, MARCH 5.

S. S. BOLIVIA, WEDNESDAY, MARCH 9, Cabin passage, \$50 to \$100.

Drafts on Great Britain, Ireland or Italy, and letters of credit at favorable rates.

Apply to HENDERSON BROTHERS, N. Y., or J. J. MCCORMICK, 620 and 401 Smithfield et.; A. D. SCORER & SON, 415 Smithfield st., Pittsburg; W. SEMPLE, Jr., 165 Federal st., Allegheny.

0c22-MWF

Unscrupulous dealers in liquors have tried in vain to mislead the public by imitating my label. All my 8-year-old Guckenhelmer, Finch, Overholt and Gibson, which I sell at \$1 00 per quart or six quarts \$5 00, have fac simile signature of my name at the bottom of each label. My Silver Age Pure Rye, recommended by the best physicians, used in principal hospitals, protected by the United States Government and sold at \$1 50 per quart everywhere, needs no further comment. It stands alone, and has no rival. I will sell you for 50 cents each full quarts of California, Port, Sherry, Sweet Catawba, Moselle, and in fact all native wines. Imported still or sparkling wines as low as the lowest. I have also a full line of domestic Brandles and Gins. Hotel and restaurant keepers will do well to send for my complete catalogue and price list. Imported and domestic cigars at MAX KLEIN'S, 82 Federal street, Allegheny, N. B.—All goods neatly packed and shipped anywhere. NORDDEUTSCHER LLOYD S. S. CO.

Established 1857. Fast Line of Express
Steamers from NEW YORK for SOUTHAMP.
TON, LONDON and BREMEN. The fine
steamers SAALE, TRAVE, ALLER, EIDER,
EMS, FULDA, WERNA, ELBE and LAHN of
5,500 tons and 6,000 to 8,500 horsepower, leaves
NEW YORK on WEDNESDAYS and SAT
URDAYS for SOUTHAMPTON and Bremen,
TIME
From NEW YORK to SOUTHAMPTON, 7½ days. From SOUTHAMPTON, 7½ days. From SOUTHAMPTON to LONDON, by Southwestern Railway
Co., 2½ hours. Trains every hour of the sum
mer season. Railway carriages for London
await passengers Southampton Docks on arrival Express steamers from New York. These
steamers are well-known for their speed, comfort, and excellent cuisine.
OELRICHS & CO., 2 Bowling Green, New
York.

MAX SCHAMBERG & CO.,
jal6-72-D
Agents for Pittsburg.

GARPETS

NEW ADVERTISEMENTS.

BIG STOCK. NEW GOODS. LOW PRICES

In all new choice styles for spring. Also Portiers, Curtains, Linoleums, Window Shades, Etc. Come and see us. It will be to your interest. We show 50 styles of Linoleum in all qualities, and all grades of Carpets and Wall Paper.

Geo. W. Snaman,

136 FEDERAL STREET,

ALLEGHENY, fel7-113-MWF

ZOMONIA WILL WASH YOUR CLOTHES perfectly clean, bleach them snow white, remove all spots and stains. Try a package. GEO. K. STEVENSON & CO.,

RAILROADS

PITTSBURG AND WESTERN RAILWAY Trains (Ct'l Stan dtime) Leave. Arrive.

DOUGLAS & MACKIE.

AN INVITATION TO EVERYBODY To see our Gents Unlaundied Shirts, 4-ply untearable button holes, linen fittings, felled, un ripable seams, at 75c each or 3 for \$2.00, verily, without exception or equivocation, the best shirt anywhere for the money.

AND PLEASE OBSERVE. Extensive, varied and at AWAY DOWN PRICES are our stocks of Lace Curtains, Laces, Embroideries, White Goods, etc., etc.

DOUGLAS & MACKIE 151 and 153 FEDERAL STREET, ALLEGHENY.

After the enlargement we will occupy for our Mammoth Stores

Nos. 406, 408 and 410 Market Street.

We will also open New Retail Store, No. 433 Wood Street, about W. M. LAIRD

ENLARGEMENT BARGAIN SALE Boots, Shoes, Rubbers, Slippers, Progressing Freely.

The fact is fully established in the mind of the public that our bargain sales are genuine, that our offerings are tempting, and that every representation made is carried out to the letter. Hence the success which has followed our efforts to please the people.

Besides the bargains which we have already published both in high and medium grades of Shoes, there are others which we can quote every day in the week if so disposed. With an immense stock to rely upon our means to gratify all tastes is inexhaustible, and we take pleasure in leading the mind into new channels of thought on the all-important subject of Footwear.

Naturally one will buy where the greatest real value is given, and we desire you to think this over. We mean where the best goods for the money are sold. Prices are somewhat confusing unless you know the value of the goods. After you see them, handle them and give them every turn that close scrutiny would suggest, we have no fear for the result. When we say that a bargain exists in a certain line of goods, remember we have digested the subject well; it would be folly to throw out some worthless things, calling them by misleading names and putting on a price which seems cheap-that is, way down in figures, but not cheap in reality. Understanding the value of goods, we never issue a bargain that has not been fully considered in our judgment to mean that the buyer can gain a decided advantage in purchasing it. Shoes at regular prices vary but little, except when the market affects changes by rapid fluctuations. When these regular prices, then, are cut for some specific purpose, as for example our enlargement sale, this means that we are happy to give the public a chance at that particular time rather than move our goods that the contractor's work may not be impeded. This explains why, at a juncture like the present, we are willing and able to make bargains all along the line and move our goods at a liberal discount right where they are needed.

As an illustration we quote two only of the many bargains offered, which, mind you, is a continuation of our bargain sale talk: A GENTLEMAN'S FINE CALF WELT SHOE, either in Bal., Button or Congress, all styles of lasts, finished in good taste, a shoe which

we warrant, at \$2.90. This is a regular \$4 Shoe, upon which you save A LADIES' FINE FRENCH DONGOLA, hand-turned or handsewed, Common Sense and Opera lasts, all widths, warranted in every

particular, at the ridiculously low price of \$2.90. This is a regular \$4 Shoe, upon which you make a clean saving of \$1.10.

A saving can be effected on all other goods in every department in this great enlargement sale.

Laird's Mammoth Bargain Shoe Stores.

RETAIL STORES, 406 and 408 MARKET STREET WHOLESALE HOUSE, 515 WOOD STREET.

JOHN FLOCKER & CO., -MANUFACTURERS OF-Flocker's Lubricating Hemp Packing

LADICS who would enjoy a stroll through a veritable flower garden of lovely new spring styles, should call at Kaufmanns' Cloak Department

When, in the face of sharp competition, a merchant succeeds in building up, within a few years, a larger trade than other houses enjoy as the result of a lifetime's endeavors, IT MEANS SOMETHING. That something may be better goods, handsomer styles or lower prices. In our case it is a combination of these three causes to which our truly phenomenal success in the Cloak Trade must be attributed.

Come in at present, for instance. What do you see? A few new spring styles and a big lot of superannuated affairs?

The truth is, ours is the only house in this city showing a brand new and complete stock of new spring garments.

Take Ladies' Suits and This is the first season of our handling these goods. Couldn't very well show any-Dresses for an example thing old then-could we? And yet, although we are entire novices in the Ladies' Suit and Dress business, we already have made a record for ourselves of which any old house might well be proud.

We commenced the business several weeks ago by introducing the now celebrated Ladies' Jersey Suits at \$2.75 and \$4. We have sold thousands of them since, and yet the demand steadily increases. In finer and finest dresses we are showing all the latest novelties of the season. Woolen Flannel Dresses at \$3.50 and \$4.50. Cashmere Dresses from \$7 up. Heavy French Ottoman Silk Dresses proportionately low.

SPRING JACKETS, CAPES AND WRAPS.

See our great specialty: Fine Tailor-made Jackets, with high shoulder cap sleeves, Marie Antoinette and Marie Stuart collars, fine all-wool materials, at only \$5. At this same price of \$5, we have a beautiful variety of five-fold London Capes in exquisite light and dark materials. In Lace, Silk and Cloth Wraps, also Wraps for elderly Ladies, our new spring stock is marvelously large.

SPRING GARMENTS FOR MISSES AND CHILDREN.

Girls' beautiful White Lawn and Swiss Easter Dresses for Confirmation or First Communion. Girls' Reefer Jackets. Children's Spring Wraps, Cloaks and Coats. Infants' Undergarments and Bootees; Christening Slips, Gowns and Caps. A large stock of White and Colored

ABOUT 150 MORE PLUSH SACQUES

Are still left from our recent half-price sale. We shan't pack them away. We'd rather close them out at one-third of their regular prices. Can you be induced to buy at any price?

KAUFMANNS

Fifth Avenue and Smithfield Street.

RAILROADS.

From Pittsburg Union Station.

ennsylvania <u>L</u>ines.

RAILROADS.

PENNSYLVANIA RAILROAD - ON AND after November 10, 1880, trains leave Union station, Pittsburg, as follows. Eastern Standard Station, Pittaburg, 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.

Ball express daily at 8:00 p. m.

Philadelphin express daily at 4:20 p. m.

Eastern express daily at 8:10 p. m.

Fast Line daily at 8:10 p. m.

Greenaburg express 3:10 p. m. week days.

Derry express li:00 a. m. week days.

All turough 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:
St. Louis, Chicago and Cincinnati Express.

2:00 a. m.

Baltimore and Washington. *5:20 s. m., *5:55 p. m. From Columbus, Chedmant and Chicago, *5:25 a. m., *7:00 p. m. From Wheeling, *5:25, *7:25 a. m., *5:00, *7:00 p. m.
Through sleeping cars to Baltimore, Washington, Cincinnat and Chicago.

Connelisville accommodation at \$5:25 a. m.
Sunday only.

The Pittsburg Transfer Company will cail for and check baggage from hotels and residences upon orders left at B. & O. ticket office, corner Fifth ave. and Wood st., or *60 and 639 Smithfield st. CHAS. O. SCULL, Gen. Pass. Agent. J. T. O'DELL, General Manager.

112:45, 1:46, 3:20, 3:50, 4:20, 5:05, 5:21, *8:10, *10:39 p. m.

ABRIVE—From Cleveland, *6:25 a. m., *12:25, 5:40, *7:55 p. m. From Clucinnant, Chicago and St. Louis, *12:30, 7:55 p. m. From Buffalo, *9:25 a. m., *12:30, 10 p. m. From Salamanca, *12:30, *12:30, *10:30 p. m. From Salamanca, *12:30, *12:30, *10:30 p. m. From Salamanca, *12:30, *12:30, *10:30 p. m. From Beaver Falls, 5:25, *6:25, *10:30 p. m., *12:30, 1:20 a. m., *12:30, 1:20 a. m., *12:30, 1:20 p. m. From Beaver Falls, 5:25, *6:25, *10:30 p. m., *12:30, 1:20 p. m. From Beaver Falls, 5:30, *10:30 p. m., *12:30, 5:05 p. m. For Easen and Beechmont, 8:20 a. m., *12:30, 5:05 p. m. For Easen and Beechmont, 7:30 a. m., *11:30 a. m. P., McK. & Y. & R. P. DEFART—For New Haven, *15:30 a. m., *3:30 p. m. For West Newton, *15:30 a. m., *5:15 p. m. ARRIVE—From New Haven, *15:20 a. m., *5:15 p. m. From West Newton, 6:15, *15:20 a. m., *5:15 p. m. For McKeepanort, Elizabeth, Monougabella City ARMYE-From New Haven, 1833 a.m., 123, 5.15 p. m. From West Newton, 5.15, 18:23 a.m., 123, 5:15 p. m.

For McKeesport, Elizabeth, Monongahela (lity and Belle Vernon, 5:35, 7:30, 11:15 a.m., 53:35, 23:50 p. m.)

From Helle Vernon, Monongahela City, Elizabeth and McKeesport, 7:35 a.m., 19:23, 12:30, 5:00, 5:16 p. m.

Daily, ISundays only, tWill run one hour late on Sunday. [Will run two hours late on Sunday.] City Ticket Office, 639 Smithfield Street,

DITTSBURG AND LAKE KRIE RAILKOAD COMPANY. Schedule in effect November 17, 1889. Central time. Depart—For Cleveland, 5:00, 75:00 a. m., 1:35, 1:30, 1:30, 1:30 m. For Clinicall, Chicago and St. Louis, 5:00 a. m., 1:25, 1:30 m. For Buffalo, 8:00 a. m., 4:20, 9:30 p. m. For Buffalo, 8:00 a. m., 4:20, 9:30 p. m. For Salamanca, 3:00 a. m., 4:20 p. m. For Youngstown and Newcastle, 5:00, 7:00, 7:00, 10:15 a. m., 1:35, 1:30, 1:30, 1:30 p. m. For Gaver Fails, 5:00, 7:30, 8:00, 10:15 a. m., 1:35, 1:30, 1

JERSEY APPLE JACK

At Present in Very High Favor Among the Swells of New York. PROOF OF PITTSBURG ENTERPRISE

That Thrive in This City.

GOSSIP ABOUT WELL-KNOWN PROPLE CORRESPONDENCE OF THE DISPATCH, 1 NEW YORK, March 9 .- Every Pittsburger who has been fortunate enough to have had a bont ride up the picturesque Monongahela to the headwaters of Cheat on a fishing trip will remember how prevalent is the custom among the farmers of having in their cellars that traditional jug of "apple jack." It is of their own distillation, and it is a necessary article in the hospitable entertainment of a guest, and no well regulated family is without it; in fact, it is considered a specific for everything savoring of unhappiness, New York clubs are ever ready to spring something new for an outside public to gossip about, and their latest fad in the drinking line is "apple jack sours." It is said that the Union League

eaught the idea from some Jersey guests who were invited inside the palatial portals of this swell circle. Now the younger, but none the less swell, clubs have taken hold of the "sour jack," clubs have taken hold of the "sour jack," tasted and between sips have smacked their lips approvingly and voted the beverage a "20." I was recently up at the "5 A's," a club composed of actors, amateur athletes and base ball players, and there the fizz and pop of the wine and beer bottles have given way to the succulent "sour jack." It's wonderful how popular it is, and at one bf the leading cafes the orders for it are very, very many. "It is the proper, strictly proper" drink and will continue so to be antil some other innovation in that line is

introduced to take its place in the heart of the bibulous New Yorker. the bibuious New Yorker.

The unsophisticated Chicago girl has ever been the butt of the effete Bostonian or New Yorker, and to an extent which was not always warranted. However, I have one instance to chronicle. Friday evening I was diving in a well-known of the New Yorker. I was dining in a well-known cafe in West Twenty-sixth street when a couple entered and sat just behind me at an adjoining From their conversation I soon learned they were Chicagoans, as frequent reference to the fair in an exultant manner told me. She was perhaps 19 years old, and dressed stylishly with costly jewels. Her beauty was of the brunette type, and her face bore every feature of delicate refine-

A PITY THAT SHE SPOKE. But alackaday! she opened her month, which was a signal for everybody in the dining room to casually turn in their seats and gaze upon the fair girl from the Windy City. Figuratively speaking she put her foot into it. They were going to the theater, but at 7:30 had not yet decided which one would be honored by their presence. The different plays were being discussed by the nid of a newspaper which they read, and the light operas, and grand ones as well came under the caustic ax of criticism

om her air lips.
"Do you like Dixey in the 'Seven Ages?" "No. I think he was horrid. I liked him tairly well in 'Adonis.' "
"How about the 'Gondoliers' for this

evening?" ventured the gentleman.
"Who are they?" innocently asked our Western jewel.
"That's Gilbert & Suilivan's latest opera." "Never heard of it," said she. A New York snicker went around.

"Did you ever see Mansfield in reper-"Yes, I saw him in 'King Karl' or some-thing of the kind-didn't like him, though." Another suppressed effort to smile by the listeners, while some had retired for "You would probably like 'Jekyll-Hyde,"

quietly suggested the escort. "'Jekyll-Hyde?' 'Jekyll-Hyde?' why, There was a big rush for the door by the hal-finished customers, while the sweet, uncultured Western waif with her em-

barrassed gallant sat there masters of every-George J. Schmitt, of Allegheny, was here yesterday. Mr. Schmitt is an admirer of fast roadsters, and was in quest of two horses with which to give the dust to some of the Forbes street fivers. The two he has been negotiating for are "Chester B" and "Ben Girl," both of which have sped a mile in less than 2:27. They belong to the Bernard estate, which is being disposed of by the executors. Mr. Schmitt thinks he purchase them very reasonably, and

take them home to Allegheny. PITTSBURG AS A BANKING TOWN. A familiar figure on Broadway, who recently lived in Pittsburg, is Colonel W. J. Shaw, who is the husband of the famous female whistler, Mrs. Shaw. He for a couple of years lived at the St. Charles Hotel in your city, but now he is located here and in Boston as manager of a mercantile company. He is a very distinguished looking gentleman who dresses faultlessly, and is one of those joily good fellows who always looks like "ready money," in the parlance of the street. He speaks of Pittsburg in very en-dearing terms, and says that for a social town he never has lived in but one he liked better, and that is New York. He is well informed on all statistical points of business, and during my conversation with him he told me a fact which is, perhaps, not generally known by Pittsburgers. It was that Pittsburg had more banks than any city in the United States, New York not excepted. The termer has 63-59 State and National-and 4 private institutions. Chi-

Pittsburg's limit. This surely is gratifying to Pittsburg people, At one time no one in his line of business was better known to Pittsburg than Harry Alden. He was recently a resident of New York with a place in Union square. It was a great rendezvous for actors who of steam, supplied from boilers at each end of were wont to hang around on the the tunnel. The omission of the tow path saves Rialto, when not supporting Booth or some equally distinguished leading person. There was a strange tatality which marked the resort, and strangest of all the unfortunate owners of it were all former Pittsburg-ers. First came Harry Alden from his veritable mint on Smithfield street, and launched out in the same business upon a grand scale. He was a former professional, and consequently well known in the histrionic realms. He seemingly thrived, and never was there a paucity of people in his place. In a year or so he sold out to Dominick McCaffrey, who drew, upon his pugi-

cago only has one-third as many, while New York don't come within ten of reaching

listic reputation, a different class of trade, fighters and athletes.

Dom also apparently gathered in a goodly sum of money from the crowded place day and night. He, too, tired of the business and sold out to Colonel Bob Scott, formerly of the St. Charles Hotel, Pittsburg. The two classes of old nabitues still thronged the place and In time it resulted in the same old story, as now the legend "For Sale" is tacked upon

the closed doors. THE DISPATCH is now on file at Engle's, No. 16 West Twenty-seventh street.

W. P. DeArmitt is a guest at the Bruns Lententide is now fully on, but there are devious ways for the disciplinarian to amuse herself. Mallaird's cozy back theles catch At the Fifth Avenue I see the familiar faces, J. Scott Ward, Miss Stella Hays, Con-

Lloyd and wife, Mr. and Mrs. Charles I. Trevelli, J. H. Silverman.
LYMAN KAINE. BRECHAM'S Pills curesick headache.
PRARS' Soop, the purest and best ever made.

gressman Sam Dick, of Meadville, D. McK.

WANTON WORK.

Continued from First Page lying between the Castleman and Youghiogheny, so that it may afterward cross the Youghiogheny just above the mouth of the Castleman by an aqueduct 400 teet long. These two aqueducts, 3,000 feet apart, are on the same level. The distance from Meyers-dale to the mouth of the Castleman is 32.9 miles, and the fall of the Castleman in that distance is 616 feet, which is an average of

Afforded by the Large Number of Banks 19.3 feet per mile. After crossing the Youghiogheny, as just described, the line is laid along the left bank to Ohio Pyle Falls, a distance of 11 miles, in which distance the river falls 106 feet.

HAZARDOUS OHIO PYLE. At Ohio Pyle Falls the river makes a great horseshoe bend, which is 1.9 miles long, as measured along the left bank, while the distauce across the neck of the bend is but 1,800 feet, or but a few feet more than one-third of a mile. In this distance the river ialls 94.7 feet. The canal line crosses the river at the upper end of the bend by an aqueduct 420 feet long, and the neck is passed by a cut 16 feet deep at the highest point. The descent to the river on the other side is made by a plane 80 feet in height, and the line immediately recrosses the river by an aqueduct 210 feet long at a height of 28 feet above the surface of the river. A feeder is provided to empty into the canal just below the foot of the plane, from a dam to be built

about one mile above, on the bend of the river. There are but few places between Confluence and Ohio Pyle Falls where the conditions require the narrowing of the canal below the standard width, although there are several places where the canal line lies on steep, rocky slopes, and occasionally the bluffs come down to the river and force the line to the water's edge. In these cases retaining walls are proposed to support the canal. Rock excavation obtains on nearly the whole length of this section, as there is but a limited amount of bottom land, and there will consequently be some difficulty in procuring sufficient clay for puddling pur-The Castleman and Youghiogheny rivers both flow in rock beds, and nearly all the retaining walls, locks, culverts and aqueducts can be founded on bed rock.

CHAINING DARE DEVIL YOUGH. From Ohio Pyle the line continues along the left bank of the river to the mouth of Dunbar creek, one mile above Connellsville, at which point the survey for the canal ended. Colonel Merrill estimates that from Connellsville to McKeesport the Youghio-gheny river can be slackwatered with 15 dams and locks, sufficiently for navigation.
Returning now to the summit of the
mountains, and following the line of survey
eastward, the canal would be laid along the side-hill slopes of the Will's creek valley, and inclined planes would be freely used, according to Colonel Sedgwick's idea, the steepness of the descent making the use of local, or ordinary lock-lifts impracticable except in particular localities. These inclined planes, worked by hydraulic power would vary in length from 35 to 150 feet. The water for this eastern slope of the caual could be obtained from the summit reservoir of the Castleman river, and from reservoirs and dammed local streams which flow toward Cumberland. The survey definitely locates each of these reservoirs and creek dams; feeders. The passage of a canal through the Will's creek narrows near Cumberland, where the railroads have apparently taken up all the available ground, is proven to be a possibility by Colonel Sedgwick, by a widening of the

stream as much as can be done, and then building division walls. It is an ingenious arrangement that could only be explained by means of a detailed map. WIDEST TUNNEL IN THE WORLD. The tunnel proposed by Colonel Sedgwick for this route would be the widest ever

built in either Europe or the United States, as the following table shows, the proposed tunnel being named last. | Grand Janction Summit, Eng. | Caaal. | 1.16 | 165 |
Kilsby, England. | R. R. | 1.36 | 27 |
Westheath, England. | Canal. | 1.63 | 185 |
Hauenstein, Switzerland. | R. R. | 1.57 | 56 |
Harcastic, England. | Canal. | 1.63 | 14 |
Notherton, England. | Canal. | 1.75 | 156 |
Hisworth, England. | Canal. | 1.75 | 157 |
Hisworth, England. | R. R. | 1.80 | 30 |
Poully. France. | Canal. | 2.07 | 207 |
Thames and Medway, England. | Canal. | 2.26 | 30 |
Thames and Severn, England. | Canal. | 2.26 | 30 |
Nerthe, France. | R. R. | 2.88 | 284 | Thames and Severn, Er Nerthe, France. Woodhead, England. Marsden, England. Hossac, United States. Mont Cenis. St. Gothard. Chessneake and Ohio S

COST IN DETAIL. The purpose of this great width is to allow boats to pass each other in the tunnel in different directions. The cost of this great tunnel would be \$6,593,990. Colonel Merrill, in revising Colonel Saugwick's estimate of

the entire canal, aggregated the sums as Canal proper, as per Sedgwick...... Cost of new terminus, Connellsville. ... 1,134,000 Summit-reservoirs, approximately....
Additional cost of inclined planes..... Total estimated cost of caual.... Estimated cost of slackwater on Yough-22,983,040 1, 254, 040

Colonel Merrill adds that if the dimensions of this line had been restricted to those on the existing Chesapeake and Ohio Canal, the estimates would have been materially reduced. He, however, estimated for a canal larger than the Erie. He did this because Congress contemplated a great through in-ternal waterway from the East to the West,

and it should therefore be a great canal.

III.

The Hydraulic Inclines. Colonel Merrill adds in his report: I am decidedly of the opinion that the summit tunnel should be worked by steam. The summit tunnel on the Burgundy Canal in France is successfully operated by steam tugs, towing by the use of a submerged cable. They work very economically, and in fact this system is very generally used in France on their canalized rivers. To avoid smoke, which would be very objectionable in very long tunnels, it might be practicable to carry large reservoirs a very considerable sum in the cost of the tunnel, and even in case of accident to a tug there

would be no difficulty in poling the boats out of the tunnel. Where locks have to be so close together, as will undoubtedly be necessary at many places on this extension, I think that it would be in every way advantageous to resort to the system of inclined planes so successfully used on the. Morris and Essex Canal. I am informed that by this system, boats travel up and down the inclines as fast as they do on a level, and thus

one of the greatest objections to a heavy THE INCLINE PLANES. A description of these hydraulic inclines from the pen of Col. Sedgwick was also re-

ported to the War Department by Col. Merrill. It is as follows: Iu relation to the exlension of the Chesapeake and Ohio Canal from Cumberland, Md., to Pittsburg, on the Ohio, I have the honor to make a supplemental report upon the study of "inclined planes" as a means of raising and

PROMPTLY AND PERMANENTLY HEADACHE.

For Nine Years.

Worthington, Ind., July 30, 1888.

I had pains in the back of my head for nine years, which were finally cured by the use of St. Jacobs Oil, and the cure has remained permanent.

ED. QUAKENBUSH. AT DRUGGISTS AND DEALERS. SEE CHARLES & YOSELER OO, Quiners, MA

lowering boats from one level of a canal to another, instead of the canal lift-locks.

The use of such planes is not new, although

they are somewhat of a povelty. They have been in use on the Duke of Bridgewater's Canal been in use on the Duke of Bridgewater's Canal, in England, and planes carrying caissons full of water in which the boats were floated have been used on the Monkland (Canal, near Glasgow, Scotland; but the most noted and, doubtless, the most successful application and use of inclined planes is a matter of national pride to the United States, in the example of their efficiency and economy in cost, and saving of time in transportation, as used on the line of the Morris Canal in New Jersey.

HOW THEY WORK The Morris Canal extends across the northern portion of New Jersey, from Easton, Pa., on the Delaware river, to tide-water at Newark on the Bay of Newark, a distance of 101 miles. The total rise and fall on the canal is stated at 1.557 feet of which 223 feet is overcome by locks of various lifts and 1,334 feet by inclined planes, averaging 58 feet lift each, of which

one, near the western terminus of the canal, has a height of 100 feet. These planes were, when first constructed, operated in connection with an ordinary lift operated in connection with an ordinary intlock placed at the head of the plane, connected
with the upper-level or pool, into the bottom of
which lock the track (an ordinary railway
track) of the plane was laid, and led down the
plane to the lower pool. The boats were carried up or down the plane on a wheeled carriage running on a railway track operated by
an endless chain passing around large
horizontal pulleys (fixed at the head and foot
of the plane) and attached to a large winding of the plane) and attached to a large winding drum operated by a turbine motor, and the usual gearing and machinery for transmitting such power. The turbine with its machinery is located in a house on one side of the plane at

about the middle of its length, and is OPERATED BY WATER, taken from the upper pool. The boats were taken into the locks at the head of the planes in the usual manner, and as the prism of lift-water was discharged the boat settled down into the carriage and was let down the plane to the lower pool, where the boat, following the inclined plane to a greater depth than the draught of the boat, floated and was detached, passing on its way. Boats moving in the con-trary direction were drawn over the carriages as they stood on the lower pools at the foot of the planes and made fast thereto, and the ma-chinery being put in motion, the carriage rising along the planes, the boats settled down upon them and were carried up to the head of the planes and into the locks, which were then closed, the prism of lift-water let in, and the boats were raised to the upper pool and passed on their way.

on their way.

The locks at the heads of the planes have been taken away, and the railways of the planes are carried over into and down to the bottom of the upper pools, where the boats are received and discharged from the carriages in bottom of the upper pools, where the boats are received and discharged from the carriages in the same manner as at the foot of the planes in the lower pools. This arrangement of the two planes is called a "summit plane," and this is the kind of plane I have considered in connection with the extension of the Chesapeake and Ohio Canal, with special reference to their application on the mountain section of the Savage river route, between the mouth of Savage river and Salisbury, on the Castleman river, and at one or two places farther west on the route where their usefulness is apparent.

The loaded boats of the Morris Canal, together with the carriage, weigh about 110 tons. Observations made on the operating of a plane at Newark, rising one foot in ten, and having a lift of 70 feet, showed that boats were readily and efficiently passed from one pool to the other, over a horizontal distance of about 1,000 feet, in four minutes, equal to a rate of 28 miles per hour.

CROSSING THE ALLEGHENIES.

CROSSING THE ALLEGHENIES.

Colonel Merrill's report of 1876 con-An inspection of the map shows that the only other possible route for a canal between Cumberland and Pittsburg beside those already examined is by way of the North Branch to its

lead, and thence across the mountains to the beat river. To this route there are several Cheat river. To this found the conjections.

First—The approximate height of the headwaters of the North Branch at Fairfax Stone (as show by Colonel Sedgwick's reconnaissance) is 2,520 feet above tide, showing that a tunnel in this vicinity would have a greater elevation than on any other line, and that, therefore, this line would require a much greater anyther of locks.

therefore, this line would require a much greater number of locks.

Second—If the canal did not turn off before reaching the head-spring it could not be supplied with water.

Third—A route by the North Branch and Cheat river would be greatly longer than by any other line.

Fourth—The Cheat river is an exceptionally wild and difficult stream, and the maintenance of a canal alongside of it would be very difficult and costly.

Fifth—Along this line the country is very sparsely settled, and there would be but little business for a canal.

Any route passing south of the North Branch wou do be still more objectionable.

We therefore conclude that, in extending the Chesaneske and Ohio Canal.

We therefore conclude that, in extending the Chesapeake and Ohio Canal, the choice of routes is absolutely limited to the three men-tioned above. In order of desirability they are as follows: First-Will's creek route.

Second—Savage river and Blue Lick route, Third—The Deep creek route, IMPORTANT RECOMMENDATION. Finally, Colonel Merrill recommends a renewal of earlier surveys of the canal from Georgetown, D. C., to the Chesapeake Bay.

He says:

The canal greatly needs a connection with Baltimore or Annapolis, that will pass loaded canal boats without breaking bulk. If the Chesapeake and Ohio Canal is deserving of being considered as one of the great through transportation routes, it merits help in finding a better Eastern terminus than Georgetown. All of these surveys and reports came to naught after the construction of the Baltimore and Ohio Railroad, but they have again become valuable on account of the national demand for cheap water transportation. I think that the time has now come for re-opening this forgotten question, to see if these or other routes are practicable and to decide which is the best.

L. E. Stoffell.

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TRAINS ARRIVE from the West, d 2:10, d 6:50 a. m., 3:25, 5:25 p. m. Dennison, 9:30 n. m. Steubenville, 3:05 p. m. Dennison, 9:30 n. m. Steubenville, 3:05 p. m. Burgertstown, 7:15 a. m., S 2:05 a. m. Burgertstown, 7:15 a. m., S 2:05 a. m. Mansfield, 5:35, 3:30, 11:49 a. m., 1:25, 5:25 p. m. Mansfield, 5:35, 3:30, 11:49 a. m., 1:25, 5:25 p. m. Mansfield, 5:35, 3:30, 11:49 a. m., 1:25, 5:25 p. m. Mansfield, 5:35, 3:30, 11:49 a. m., 1:25, 5:25 p. m. Mansfield, 5:35, 3:30, 11:49 a. m., 1:25, 5:25 p. m. Mansfield, 5:35, 3:30, 11:49 a. m., 1:25, 5:25 p. m. Mansfield, 5:35, 3:30, 11:49 a. m., 1:25, 5:25 p. m. Mansfield, 5:35, 3:30, 11:49 a. m., 1:25, 5:25 p. m. Mansfield, 5:05, 3:30 p. m. Mansfield, 5:05, 3:30 p. m. Mansfield, 5:05, 3:30 p. m. Mansfield, 5:35, 3:30, 11:49 a. m., 1:25, 5:25 p. m. Mansfield, 5:05, 3:50 p. m. Mansfield, 5:50 p. m. Mansfield, daily.
Mail Train, daily.
Western Express, daily.
Pacific Express, daily.
Chicago Limited Express, daily.

B ALTI MORE AND OHIO RAILROAD. Schedule in effect November 10, 1889:
For Washington, D. C. Baltimore. I'h II adel phi, and New York, 78:09 a. m. and 79:20 p. m. For Cumberland, 78:09 a. m. 21:00, 24:00 and 79:20 p. m. For Connells ville, 25:40 and 79:20 p. m. For Connells ville, 25:40 and 79:20 p. m. For Uniontown, 36:40, 78:00 a. m. 71:00, 24:00 and 79:20 p. m. For Uniontown, 36:40, 78:00 and 79:00 p. m. For Washington, Pa. 77:05 and 79:40 p. m. 76:40 and 79:30 p. m. For Cheago, 79:05, 29:40 a. m. 73:35, 73:30 p. m. For Cheago, 79:55 and 79:30 p. m. From Codumbus, Chedanati and Chicago, 79:59 a. m. 79:59 a

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