As to the True Cause of the Terrible Disaster in the Hill Farm Mine on That Fatal Morning.

THE STORY OF THE BURNING MINE

As Told by Witnesses at the Pirst Day's Session of the Coroner's Inquest Does Not Bring Out Anything Startling.

EVERY INTEREST REPRESENTED.

Attempt Made to Remove the Inquest to Uniontown Proves Unavailing.

PEPECIAL TELEGRAN TO THE DISPATCE. DUNBAR, July 7 .- Dr. A. F. Halbert, Coroner of Fayette county, presided at the inquest of David and Hav and William Shearin, victims of the Hill Farm mine disaster to-day till he was taken very ill. The inquest was then adjourned until to-morrow morning at 10 o'clock, when Deputy Coroner Cavender will take charge. Mine Inspector Fred Keighley occupied the same table with the Coroner, and by virtue of his office will conduct the investigation into any channel he chooses. He was conservative, very much so to-day, but all his questions were to the point. All the mine inspectors were here as witnesses, and will be

called in the morning. The inquest is one of the most important ever held in Western Pennsylvania, and a number of interests are involved.

PERSONNEL OF THOSE INTERESTED. Inspector Keighley is here as a representative of the State, and must satisfy himself where the entire responsibility of the affair lies, R. H. Lindsay, Esq., of Uniontown, and Richard C. Dale, Esq., of Philadelphia, appeared for the Dunbar Furnace Company, asked Squire Cottom, foreman of the jury. and A. F. Downs, Esq., assisted by Hon. John C. Byrnes, are present for the Knights of Labor, and R. P. Kennedy for the families of the men who are imprisoned in the mine. These interests all separated as their representatives entered Knights of Phythias Hall.

In front and to the right of the Coroner sat Messrs. Downs and Byrnes, surrounded by Colonel Kerfoot, Secretary Parker, General Organizer Peter Wise and National Secretary Watchorn, of Columbus. The latter gentleman makes some pointed sug-gestions to the counsel of his side, and holds that the company is responsible for the ac-cident. Messrs. Lindsay and Dale sit opposite, and around them are Superintend-ent Hill, the mine bosses and other officials of the company. Mr. Kennedy sits alone between the legal batteries.

THE FIRST WITNESS. Patrick Bigley, who was the first w be summoned, stated under oath that he was on the left hand side of the mine, lifting a car of coal on the track, when the accident occurred. It was about 10:30 o'clock. He heard a noise like a shot. "There were four of us," he said, "and we ran out to the manway. Some ran to the we ran out to the manway. Some ran to the heading. The smoke was too heavy for us to do anything. I saw no fire. At this time was with Hay and Shearin. Hay wanted us to go through an old overcast to see if we could get to the men. I told Phenan not to go with Hay and Shearin. I knew he would be killed. Had all we could do to get through. The doors of the mine had blown open, and then would blow shut. I put my shirt around my head. Met James Miller. His light was out and I helped him out. My lamp went out, and the boys followed. After that we got to some places where the air was good, and met Doran and Evans going in. Don't know what we said to them except that the smoke was bad. We got out the manway. the manway.

WO SAFETY LAMPS USED. Inspector Keighley then called for a map of the mine. The witness then showed where he was working in the mine. He was in the second room on No. 9 flat. Why did you think the noise was like a

"Because I had heard several before." "Then shot firing was a common thing in this

mine?"
"Yes, sir."
"That is the reason you did not pay much attention to the noise?"
"Yes, sir. I don't remember whether the main door was shut or open when I left."
"What kind of lights were you using?"
"Open lights."
"Did any one use safety lamps?"
"No one."

"No one."

Mr. Keighley here insisted that the map should be sworn to, and the engineer, J. D. Boyd, was called. He testified that he drew the map, and that the last work was done June 4. None of the map was made since the trouble

NOTHING TO PREVENT GAS.

The cross-examination of Picley was then car ried on by John R, Byrnes. In flat No. 8 some safety lamps were used, but not in No. 9, where he was stationed. Men went in where safety lamps were used with open lamps. The rope rider passed with an open light often where these men were. There was nothing to prevent gas from coming down into places where the men were working. Never saw notices of gas being in mine. Thought he would have seen them had they been posted.

"Did you ever see any cas in that mine?"

"Did you ever see any gas in that mine?"
asked Mr. Keighley. "Yes; about one year ago," "Did you ever see a danger board on this door, which was a dividing line?"

Yes, sir."
"Was it safe then for men to go up the slope "Well, I saw it done."

Then the witness was questioned concerning the passage of the air from the right to the left. He had seen it pass from left to right, but not from right to left. There was only one pit boss at the Hill Farm mine, but he did not come in every day. come in every day.

He said he did not know whether the men in the Ferguson and Hill Farm mines worked together. Men below the pump were working with open lamps. Did not know whether there was any gas or not. Was not much alt down there but the men were working. Hay and Bhearin were not killed by the accident, and could have come out with the witness.

TESTIMONY OF THE MINE BOSR. Thomas Evans, the mine boss of the Fergu son and Hill Farm, was sworn. Has a No. 1 certificate, and had just come out of the Hill Farm mine. His attention was called to the accident by some one telling him smoke was accident by some one tening him smoke was coming out of the slope. He went in the mine and met several men coming out; these men said there was a fire. Always carried a safety lamp. Men working near the bore hole had open lamps. Had never seen any gas there to his knowledge.

open lamps. Had never seen any gas there to his knowledge.

Mr. Keighley then examined the witness. Hugh Doran was his assistant, and had been for four mouths. The report for January was signed by George J. Burns as mine boss. Didn't know who Burns was. Witness fully understood that Hugh Doran was his assistant. The mines were ventilated by steam. There were two down casts or openings. Two-thirds of the current went to the Ferguson and one-third to the Hill farm. Mr. Evans then explained the course the fresh air would take. In the dip there were about 6,000 cubic feet going down the mine, and that the menin the dip got about 1,000 cubic feet of air per minute. Had never measured the current. The witness' superior was Robert Lang, and he received no orders from anyone. The witness gave his orders to Hugh Doran. Was in the left and right flats the day of the accident. Made an examinathe day of the accident. Made an examina-tion of the right of the mine on the Thursday before the accident. Saw no fire damp, but saw a little black damp. Nover saw fire damp in the Hill Farm mine. Didn't know that Doran did not perform his duties.

A CONVENIENT MEMORY. In response to a question from Mr. Lindsey In response to a question from Mr. Lindsey, Mr. Evans said: "I was mine boss at the time of the accident. I mean by the expression that Doran was acting mine boss, that he was my assistant. We found Hay and Shearin about 2,300 feet down the manway, and about 2,300 feet from the bore hole. Hay had life in him, Tried to revive him, but I went on to help others. Doran was with me."
"Do you recollect me inspecting the mine on

others. Doran was with me."
"Do you recollect me inspecting the mine on Pebruary 17?" asked Inspector Keighley.
"Yes, sir."
"Was there any particular reason why I

"Was there any particular reason why I should be there?" "I don't know." "Was there an accident?" Did I ask you a question about your visiting

"Don't remember."
"Didn't I ask you why you hadn't visited the ine? Do you remember the reason?"

"Don't remember."
"Didn't I tell you you should visit the Hill Farm oftener?"
"I don't remember."
"Hasn't it been the burden of my conversation that you should be at the Hill Farm mine

oftener."
"I believe so."
The witness then said to Mr. Lindsey that he never heard any complaints from the men in the Hill Farm mine and knew of no gas. Doran had no certificate that witness knew of. Never knew that he was Superintendent of the Hill Farm mine and Ferguson. Witness said the air below the bore hole was not very good.

THE AFTERNOON SESSION. The afternoon session was a lively one while thasted. A large crowd was present, and lis-tened attentively to all the testimony. It was the intention of the Knights of Labor to show the intention of the Knights of Labor to show that Hugh Doran, his assistant, was in reality the boss of the Hill Farm mine, and that he had no certificate to act as such. The first questions led up to the condition of the bore hole, and Mr. Downs asked: "Did the driller notify you that there was gas in the bore hole?"
"No, sir."
"Is it true that many left that there was gas in the bore hole?"

"No sir."
"Is it true that you left the workingmen there and put up a danger sign on the trap

door?"
"No, sir."
"Was there water in that bore hole?"
"I understand there was."
"Did you make an investigation?"

"I did not."

Mr. Evans testified that he did not know that the men were working toward the bore hole. He did not know whether his assistant put them to work or not. He knew that the hole was being bored, but knew nothing of the men

was being bored, but knew nothing of the med-digging through
Mr. Byrnes emphasized these answers by ask-ing, "And you are the mine boss?"
And the answer was, "Yes, sir."
The withess testified that the after-damp killed the two men.

THE MEN COULD HAVE BEEN SAVED. THE MEN COULD HAVE BEEN SAVED.

In answer to the question if the two men would have been safe if there had been good ventilation, he said he could not answer. They might or might not. After the accident an effort was made to increase the air down the manway. Did not believe the fan used at Mahoning would have done any good if used at the manway of the Hill Farm mine. There are some falls in thealiray but witness did not think it obstructed the air. All this was a fall which had not been removed. His assistant told the witness that he did all the law required. Witness made all measurements of air. He visited the Hill Farm mine once a week, while he was at the Ferguson once a week. It was possible, witness said, for a current of air to carry gas or damp up to the manway if there was gas to carry. rent of air to carry gas or damp up to the man-way if there was gas to carry.

"Why was the danger signal up on that trap door?" asked Mr. Byrne.
"It was there because the law requires that when pillars drawn these danger signs shall be

CANVAS USED FOR BRATTICING.

"What was the material used in bratticing?" "Canvas." "How long was it?" asked Mr. Byrnes. "A bout 100 feet." "Is carvas the material used generally for

"Mr. Laing."

ratticing in this region?" "I have seen it used."
"Did you see any evidence of an explosion?"
"No, sir."
"Isn't the proper way to carry this through another opening?" asked Mr. Byrnes,
"We admit that," said Mr. Lindsay, "but the opening was being made as rapidly as possible."

opening was being made as rapidly as possible."

Then Mr. Evans was dismissed and Hugh Doran was called. He was the assistant mine hoss and was in the Hill Farm mine all the time. Before he could be examined a recess was taken to discuss the removal of the inquest to Uniontown. There was a decided objection to it, however, and the Coroner concluded that it should be ended here.

Inspector Keighley said: "The mine inspectors have been here for nearly three weeks. Let them go home, or get through now. Their mines must be inspected."

It was decided to hear them during the afternoon.

HUGH DORAN TESTIFIES. The foreman of the jury then questioned Mr. Doran. Mr. Doran said: "I was in the mine early in the morning and it was ail clear. There are 31 men entombed in the mine. I was at the bore hole at 7:30 in the morning and then went to the left. No safety lamps were used down in No. 8. I didn't test the air. I don't know there was any explosion. As soon as the accident was reported I went down the manway about 2,300 feet. I met John Boyle, who said the mine was on fire. He was going too fast to tell who we passed. After this I went to Ferguson and tried all we could to get through, and had to come back to the Hill Farm mine."

The map of the mine was then brought and the jury asked a number of questions.

Mr. Byrnes cross-examined Mr. Doran.

"I am assistant mine boss, hired by Mr. Laing, and was working when Mr. Evans came." bore hole at 7:30 in the morning and then went

"Have you a certificate?"
"No, sir." "No, sir."
"Have you a certificate as fire boss?"
"No, sir." "I don't know," continued the witness, "how long after Eurns left that Evans came. I was changed by sir. Evans and placed in charge of the Hill Farm mine as mine boss. I would have known whether there was a mine boss there or not."

ss there or not,"
"Without a certificate as mine boss or fire boss, why didn't you make the examination?"

There was silence. "Was the fire boss ahead of you?"
"He was."

A VOICE FROM AN OUTSIDER Some excitement was caused at this point by an old man interrupting the proceedings by saying, "He's a practical fire boss since he was 10 years old, and as good a one as you would want." Everybody was on nettles in a second, out Mr. Keighley quieted the old gentleman

nd the examination proceeded.
"How far did you have to go to reach the "About three feet. I didn't consider it dan-"About three feet. I didn't consider it dangerous, and no one saids o;
"if you had drilled a two-inch hole into the
bore hole would the accident have occurred?"
"I don't know. We were told by Mr. Laing
there was no gas there."
"In obedience to the orders of Mr. Laing as
Superintendent you took his orders?"
"Yes, sir."

"Yes, sir."
"Didn't you know the hole was full of water?" water."

"I knew there was some water. It leaked through. I tested with my lamp and there was no gas. I do not know where the gas came from except the hole. I put the men to work."

The map was then called into use again. Mr. Byrnes asked questions, and Mr. Doran answered them.

"I did not know there was any danger," said Mr. Doran, "from tapping the bore hole.

HAYS' SON GAVE THE ALARM. "If it had been a shot used in blowing up a horseback, the men would not have been killed. I am satisfied that the gas ignited,"

"Did you ever discover any gas in the mine?" asked Mr. Lindsey.
"No, sir, I never knew of any explosion in the Hill Farm Mine. There was no gas down the slope. I have been down two and three times a day. Men were working from 10:30 to before the accident occurred; I saw no evidences to indicate an explosion, and the men might have been killed by the smeke. The smeke could have been caused by the burning brattice, and some cars on the track; made bore

ole before would have to dig in the coal to hole before would have to dig in the coal to reach the hole.

Mr. Keighley asked: "Mr. Doran, haven't thesel men been asking you questions that you didn't know anything about? Did anyone fire shots that morning?"

"Yes, Thomas Shearin and William Lambry. They told me so. I was mine boss before the present law came in because I wasn't a citizen."

"Who made the examination?"
"The fire boss. He made marks on the nearsit things. Made a printed report every mornng. If I saw men disobeying orders I have
lischarged them by getting orders from Mr. "Has there been anybody burned in this mine in the six years you have been there?"
"Not that I know of."
The witness was then dismissed, and the hearing adjourned.

UNION DEPOT SCENE,

A Chicago Girl Who Ran to Kiss Her Sweet Companions. The perfect abandon with which some

The perfect abandon with which some maidens kiss when parting at the Union depot is refreshing this bot weather. Last evening when the Ft. Wayne express from Chicago came in a rather pretty girl got off the train. She peered nervously into the faces of those on the platform, and it was quite evident she was looking for someone. At the other end of the long platform two maidens were also standing, and it didn't take the gateman long to discover that they, too, had come to meet somebody.

By and by the Chicago girl spied them in the dictance, and she started on a dead run, as only a Chicago maiden can, and the noise from the contact of the lips echoed in the rafters. And then noterly solivous of the languishing crowd they began to chatter about pa and ma, and the they began to chatter about pa and ma, and the health of brother John, and a thousand other neath of oroner som, and a thousand other things that only the active brain of a woman could think of in so short a time. Verily, what would the Union depot employee have to break the monotony of their existence if it wasn't for the effusiveness of the American girl.

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### MOURNED BY A CITY

Remains of the Late R. B. Carnahan Laid to Rest. COUNCILS PRESENT IN A BODY.

DIED OF INFLAMMATION OF THE BRAIN

Indrew Carnegie Ready to Donate \$1,000

for a Statue.

All that was mortal of the late Robert B Carnahan was laid to rest yesterday in the Allegheny cemetery. The pall bearers were Judge Acheson, Thomas M. Marshall, T. S. Bigelow, M. K. Moorhead, A. M. Brown, Finley Torrens, George Booth and George H. Brown.

The services were held at the family residence, No. 322 Collins avenue, at 10 A. M. Both branches of Councils had previously met, and passed appropriate resolutions, and then went to the residence in a body. Among those who attended were Mayor Gourley, City Attorney Moreland, Controller Morrow, Tax Collector W. R. Ford, ex-Mayor McCarthy, Councilmen McCord, Brewster, Bigham, Jewell, Warmenstle, Keating, Stewart, Magee, Ferguson, Gillespie, Wright, Young, Ford, Paul, Binder, Perry Warner, Johnson, Miller and others. Among the others of prominence there was James B. Scott, T. H. Phelps, William Flinn, S. T. Paisley, Alex. Dempster, Professor Rohrbacher, George Sheppard, James J. Larkin and W. F. Aull. Hon. J. B. Scott yesterday received the following telegram from Andrew Carnegie, who is in Scotland, and forwarded it to Mayor Gourley:

KINGUSSIE, July 7. I am sorry indeed to hear of the death of our friend and colleague. His statue in park, which he did so much to secure, would be the deserved and appropriate expression of a grateful people. If monument is made subscribe me \$1,000.

CAENEGIE. Mayor Gourley sent the telegram and the following communication to Select Councils

at its session yesterday afternoon, where it was referred to the Park Committee: To the Hon. Presidents and Members of Select and Common Councils of the City of Pittsburg: GENTLEMEN-Inclosed please find a letter from Mr. James B. Scott, accompanied by a telegram from Andrew Carnegie, Esq., touch-ing the death of Mr. Carnahan. These com-munications I respectfully refer to your honor-able body for such action as you may deem ap-

able body for such accounts at this time to make furpropriate.

I have no suggestions at this time to make further than to say that the earnesst and untiring
efforts of Mr. Carnahan toward securing a
park for this city entitle thim to the kindly remembrance of all our people, and justify any
movement intended to honor and perpetuate
his memory. 1 am, sirs, yours respectfully,
H. I. GOURLEY, Mayor.

his memory. I am, sirs, yours respectfully,
H. I. GOURLEY, Mayor.

The Bar Association held a meeting yesterday afternoon to take action on the death of
R. B. Carnanan, Esq. There was a very large
attendance, and the assemblage was called
to order by the Chairman, Judge Stowe. Vice
Chairmen were appointed in the persons of
Judges Acheson, Magee, Over and Negley and
M. A. Woodward, Esq. Messrs. Dickev, Britchlow and Reed acted as secretaries, and Messrs.
T. M. Marshall, S. C. McCandless, W. D.
Moore, Thomas Mellon and W. C. Moreland
were appointed to draw up a minute. Remarks
eulogistic of Mr. Carnahan were made by Mr.
T. M. Marshall, Sr., and D. D. Bruce. Both
spoke of his ability as a jurist and of his
good qualities as a man and citizen. They reviewed briefly his conduct in practice at the
bar of this county, and mourned his death as
one that would long be felt by the entire profession.

The committee reported a brief minute set-

fession.

The committee reported a brief minute setting forth the loss to the community in Mr. Carnahan's death, which was read and adopted and by a resolution requested to be placed or the records of the court. An autopsy on the remains developed the fact that the immediate cause of Mr. Carnahan's death was inflammation of the brain.

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New Black Surah Walsts New styles, tancy tucked, price \$6, second floor suit department.

Penn Avenue Stores CLEARANCE sale commences this week. Extraordinary values through all departments.

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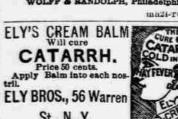
Van Houten's Cogoa

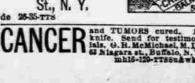


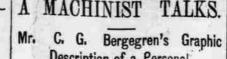


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100 TAPE WORMS TAKEN IN LAST 18 MONTHS.

The hundredth one was taken on Sunday, June 29, from J. T. Slagie, of Callery Junction. Butler county, Pa. During my professional career I have taken successfully over 500 tapeworms, and this is undoubtedly the broadest and one of the longest on record. It measured when stretched 185 feet 5 inches, and to anyone doubting same, if they will call at my office the fact will be demonstrated, and Mr. Slagle was only two hours under treatment. Thousands are suffering who do not know it. Send stamp for circulars describing symptoms. Remember that I also cure Cancer without knife or plasonly two hours under treatment. Including are suffering who do not know it. Send stamp for circulars describing symptoms. Remember that I also cure Cancer without knife or plaster. Catarrh and Parasites positively cured. I desire to inform my patients and public that owing to my large increasing office practice, it has necessitated the employment of an assistant, a physician of years of practice and a graduate of one of the largest and best medical colleges in this country. Hitherto it has been an impossibility for me to visit patients at their homes but on and after July 1, I shall try and visit, either day or night, all those afflicted who cannot call at my office.

Don't forget Burgoon's system renovator; thousands are using it with success who have been suffering for years. Don't suffer, but get a bottle at your drugstores, or if you live in Pittsburg, call at Jos. Fleming & Son's drugstore, cor. Diamond and the Market, where seven large worms can be seen that were taken in the last two weeks, or call at my office. Consultation free. My office hours from 8 A. M. to 9 P. M. Sunday, 2 to 5 P. M.

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# Description of a Personal

Experience. FROM PENN INCLINE SUMMIT. Mr. C. G. Bergegren, a machinist employed with the Westinghouse Company, who lives at No. 14 Arch street, three doors from the summit of the Penn Incline, gives

the following: "My trouble came on about two years ago," he said, "from colds. My head was always stopped up. My nostrils would clog up, first one side, then the other. I would have terrible pains through my head, over the eyes and in the temples—so severe at times I could not stoop over at all—if I wished to pick anything up off the ground, I would have to get on my



"There were buzzing and roaring noises in my ears. A continual dropping of mucus back into my throat which kept me constantly hawking and raising to clear it. My throat became sore and inflamed. A dry, backing cough set in as my trouble grew worse. Sharp pains would take me in the breast, shooting through into my shoulder blades. There was a sense of oppression in my chest, as of a heavy load pressing down.

would take he in the oreast, snooting through into my shoulder blades. There was a sense of oppression in my chest, as of a heavy load pressing down.

"My breathing became short and labored. Dark spots would float before my eyes and I would become weak and dizzy. Palpitation of the heart set in. Night sweats came on and weakened me terribly. I dropped from 175 pounds to 150 pounds. My appetite became affected. What food I would take on my stomach seemed to lay there like a stone and cause me distress and nausea. My sleep was restless. I would get up in the morning more tired than when I went to bed.

"I had been treated by a number of physicians in Pittsburg, but received no permanent relief. Finally, after reading of the seemingly wonderful success of Drs. Copeland & Hiair in treating cases similar to my own, I decided to go to them. I did so, and finding their charges so much more reasonable than other physicians, placed myself under their care. My improvement was marked from the start. My symptoms have all disappeared. I am a better man than I have been for years, and owe my recovery to Drs. Copeland & Blair."

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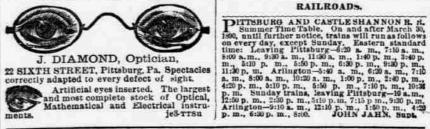
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THE CHALFONTE, ATLANTIC CITY.— On the beach, North Carolina ave.; unobstructed ocean view; salt water baths in the fe9-114-D E. ROBERTS & SONS. STATIONERY—CALLING CARDS, PORT-FOLIOS, fountain pens, lap tablets, chate-laine bags, fine drinking cups and flasks; all requisites for comfort or traveling; a nice as-sortment of new goods at JOS, EICHBAUM & CO.'S, 48 Fifth ave, Pittsburg. je25-68

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Twenty minutes' from city, two minutes walk from station; beantifully shaded; excel lent location; delightful surroundings; all city comforts; open the year round. Call on or ad dress W. H. S. MCKELVY, Prop'r. jy6-68-D CONGRESS HALL—
ATLANTIC CITY, N. J.
The coolest point on the island, facing Inlet and ocean. Accommodation, 500 guests, Superior table. For circular address
jy8-42-D R. HAMILTON.

THE WINGFIELD, ATLANTIC CITY, N. J., Ocean ave., near the beach. Enlarged sanitary arrangements perfect. Appointments first class. Six minutes' from Fennsylvania Railroad depot. Terms reasonable. tailroad depot. Terms reasonable, jel-98-resu MRS, M. CASSIO,

THE WINDSOR, CAPE MAY, N. J. Open June 14. Directly on the beach, Location unsurpassed. W. W. GREEN, Proprietor

Ocean front, New Jersey avenue. Beautiful location, full ocean view; all modern conveniences. Address S. McCLURE, Atlantic City, or 1011 GREEN STREET, Philadelphia. THE ELDREDGE, 18 SOUTH CAROLINA ave., Atlantic City, N. J.—Three minutes to depot or beach; large, well ventilated rooms, single or en suite, with all modern improve-

THE BELLEVUE,

single or en suite, with all modern improvements. Terms, \$1 50 to \$2 per day, \$8 to \$12 per MRS, E. J. ELDREDGE. veek. fe4-74-TTS THE SHACKAMAXON, ARKANSAS ave., between Atlantic and Pacific, Atlantic City, N. J.; two minutes to beach or depot; large, cheerful rooms; first-class appoint-

ments; excellent table; per day, \$1 50 to \$2; per week, \$8, \$10, \$12. BERNARD CONWAY, THE MINNEQUA, PACIFIC AVE., NEAR Arkansas, Atlantic City; one square from the P. & R. depot; 100 rooms; thoroughly renovated, refurnished; full ocean view; culinary department under an experienced chef; perfect sanitation; terms \$8 to \$12 per week, \$2 per day. my24-59-TTS

C. A. BROWN.

THE BOSCOBEL-Atlantic City, Kentucky ave., near beach; beautiful new hotel; electric bells, gas and baths.

A. E. MARION, mh29-25-TTS

Formerly of the Layton,

THE ARLINGTON, OCEAN GROVE, N. J. Accommodations and appointments first class, Services the best. Accommodates \$50 Will open May 1, 1890. mh5-80-D WM. P. DOLBEY, Prop. THE SHELBURNE,
Atlantic City, N. J.,
Remains open throughout the year. Every

convenience, including passenger elevational hot sea water baths.

myl6-15-D

A. B. ROBERTS. A. B. ROBERTS. STOCKTON HOTEL—
CAPE MAY, N. J.
REMODELED AND REFURNISHED.
Cuisine and appointments of the highest order.
OPENS JUNE 30.
je28-31 F. THEO. WALTON, Prop.

THE STRAND-Corner Third avenue and Kingsley, Asbury Park, N. J. Full ocean view: modern conven-lences; perfect sanitary conditions; first-class table. W. CRA WFORD.

ATLANTIC CITY, N. J.
Remodeled, enlarged and refurnished.
Finest Hotel on the Coast. Opens June 14.
W. S. ANDERSON, Manager. my22-38-TT88u HOTEL GILSEY, OCEAN END OF Connecticut avenue, Atlantic City. Orchestra, electric bells, underdrained. OPEN MAY 1.

ITNITED STATES HOTEL-

ALEX. M. OPPENHEIMER OURISTS AND TRAVELERS CAN double their pleasure by taking an ama-eur photographic camera with them during

their vacation; compact, portable, easily oper-ated; all leading makes of cameras, including Kodaks, Hawkeye, Diamond, etc., etc., W. S. BELL & CO., 431 Wood st., Pittaburg. je15-70 Near the President's summer home. The finest beach in the world. Immediately opposite the new Iron Pier; owned by same mangement. Accommodations for 300 guests jel9-D JAMES & STEFFNER.

BEDFORD MINERAL SPRINGS,
BEDFORD, PENNA.
In the Allegheny Mountains. Scenery unsurpassed. As a curative agent the water has no equal. All amusements. Hotel enlarged, improved and newly furnished. Open till October.

jy8-40

L. B. DOTY, Manager. PINE HEIGHTS INN AND COTTAGES, ALLEGHENY MOUNTAINS. Location unsurpassed; most picturesque re-tion of Pennsylvania; all modern improve-

ments; purest water and finest zir; steam heat; tennis, Illustrated circular, A. R. GRIER, Birmingham, Huntingdon County, ps. HOTEL KAATERSKILL, CATSKILL MOUNTAINS. THE MOST COMPLETE MOUNTAIN RE-SORT IN THE UNITED STATES.

Now open. Rates reduced. Address W. F. PAIGE, Kaaterskill P. O., Greene county, N. Y. myl7-60-rrs THE MANSION, ATLANTIC CITY, N. J. Enlarged, Remodeled, Rafurnished, Brophy's Orchestra from June to October. Finely ap-pointed Cafe and Billiard Room. Coaches to and from depots and to beach during bathing

Open All the Year.

CHARLES MCGLADE BY THE SEA. MONMOUTH HOUSE, SPRING LAKE BEACH, N. J., WILL OPEN JUNE 28,

House enlarged, artestan well, new improved sanitary plumbing throughout the house.

For terms and other information address
L. U. MALTEY, Monmouth House.

Or Hotel Lafayette, Philadelphia.

jel9-21-Trsu THE GLEN SPRINGS SANITARIUM.

WATKINS, N. Y.

This new Institution, under the medical management of experienced physicians, will open for guests JUNE 15, 1880.

Located on a bluff, overlooking 30 miles of Seneca Lake surrounded by pine forests and near the famous Watkins Glen.

Will be equipped with the most approved therapeutic appliances, including Turkish, Russian, Roman, Electric, Electro-thermal, Mollers Saline and Iron Baths. Also Massage, Swedish Movements, Calisthenics and all forms of Electricity.

Movements, Calistianics and all tricity.
Pure water—also valuable mineral springs, including Saline, Iron, Iodine and Sulphur waters. No malaria.
Beautiful views, charming walks and drives, pure air, boating, fishing, etc.
Modern improvements—Elevator, Electric Bells, etc. Cuisine unsurpassed.
For terms and other particulars, address
WM. E. LEFFINGWELL, Manager.

NEW ADVERTISEMENTS.



"When men have several faiths, to find the true We only can the aid of reason use;

Tis reason shows us which we should eschew, When by comparison we learn to choose,"

THAT'S IT ! DO READ! THINK! INVESTIGATE! COMPARE! DECIDE! Nothing pleases us better than to have people compare our goods and prices, our inducements and bargains with those offered elsewhere. We wish that every purchaser would take the trouble to examine and compare before paying out his shekels. There wouldn't then be much of a show for other houses.

### Special Bargains This Week

FLANNEL SHIRTS=THIN UNDERWEAR

all over the city at \$1 50.

well worth \$3.

For Men's Fine French Flannel For your choice from a fine line Shirts in checks and stripes, sold of fancy striped Summer Under-

wear, worth 65c.

Zephyr Cloth Shirts, silk striped, Underwear, silk finished, usual price, \$1 25.

### HERE'S A DANDY BARGAIN!

For the balance of our exquisite For extra fine, Imported Balbriggan

Men's Silk Embroidered Night Shirts, tun tengun, so at Wamsutta Muslin, and never before offered below \$1, will go at

During This Week Only.

## KAUFMANNS

Fifth Avenue and Smithfield Street.

KAILROADS. PENNSYLVANIA RAILROAD - ON AND after June 9, 1890, trains leave Union Station, Pittsburg, as follows, Eastern Standard

Station, Pittsburg, as follows, Eastern Standard Time:

MAIN LINE EASTW ARD.

New York and Chicago Limited of Pullman Vestibule daily at 7:15 a. m.

Atlantic Express daily for the £ast, 5:20 a. m.
Mail train, daily, except Sunday, 5:20 a. m. Sunday, mail, 8:30 a. m.
Day express daily at 8:00 a. m.
Mail express daily at 1:00 p. m.
Philadelphia express daily at 4:20 p. m.
Eastern express daily at 7:15 p. m.
Fast Line daily at 8:00 a. m. week days.
Greensburg express 5:10 p. m. week days.
All through trains connect at Jersey City with boats of "Brooklyn Annex" for Brooklyn, N. Y., avoiding double lerriage and journey through N. Y. City.
Trains arrive at Union Station as follows:

WEST PENNSYLVANIA DIVISION. 

lows:
For Monongahela City, West Brownsville and Uniontown, 10:40 a.m. For Monongahela City and West Brownsville, 7:35 and 10:40 a.m. and 4:50 p. m. On Sunday 5:55 a m and 1:01 p. m. For Monongahela City, 1:01 and 5:50 p. m., week days. Dravesburg Ac., week days, 6 a m and 3:20 p. m. West Elizabeth Accommodation, 8:35 a. m., 4:15 6:30 and 11:75 p. m. Sunday, 9:40 p. m. Ticket offices—327 Smithfield st., 110 Fifth ave., and Union station of the second very se

ricket on station. and Union station. CHAS. E. PUGH, General Manager. J. R. WOOD, Gen'i Pass'r Agent. BALTIMORE AND OHIO RAILROAD.
Schedule in effect May 11, 1890: Behedule in effect May II, 1890:

For Wasnington, D. C.,
Baitimore, Philia delphia
and New York, 78:00 a. m.
and 79:20 p. m.
For Cumberland, 78:00 a.
m., 21:10, 79:20 p. m.
For Cumberland, 78:00 a.
m., 21:10, 79:20 p. m.
For Uniontown, 25:00,
28:00, 28:35 a. m., 12:10,
28:00 and 28:30 p. m.
For Uniontown, 25:00,
28:00, 59:35 a. m., 12:10 and
28:00 p. m.
For Wasnington, Pa., 70:30 and 28:30, 19:35 a. m.,
28:33, 25:39 and 78:45 p. m.
For Wheeling, 70:6, 58:30, 19:35 a. m., 78:35, 77:45
p. m.
For Cincinnatiand St. Louis, 70:55 a. m., 78:55

For Cincinnatiand St. Louis, 7:05 a. m., 7:45 p. m.

For Columbus, 7:05 a. m., 7:45 p. m.

For Newark, 7:05 a. m., 7:45 p. m.

For Chicago, 7:05 a. m. and 7:45 p. m.

For Chicago, 7:05 a. m. and 7:45 p. m.

For Chicago, 7:05 a. m. and 7:45 p. m.

From Columbus, Cincinnati and Chicago, 8:25 a. m., 7:25 p.

m. From Columbus, Cincinnati and Chicago, 8:25 a. m., 9:20 p. m.

From Wheeling, 8:23, 10:25 p. m.

Through parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 10:25 p. m.

The Pittsburg Transfer Company with call for and check buggage from hotels and residences upon orders left at B. & O. ticket office, corner Fifth ave. and Woodst., or 401 and 635 Smithheid street. J. T. O'DELL, General Manager. CHAS. O. SCULL, Gen. Pass. Agent.

PITTSBURG AND WESTERN RAILWAY Trains (Ct'l Stan dtime) Leave. | Arrive. DEAF NESS and HEAD NOISES
CURED by Peck's Pat. Invisible Tabular Ear Cushyishibe Tabular Ear Cushjons. Whispars heard distinct
ly. Successful when all remedies fail. Write or call for
libustrated book FREE. Sold only by F. HISOX,
S52 Broadway, cor. Itth St., New York. No seems.

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ennsylvania Lines. Trains Run by Central Time. SOUTHWEST SYNTEM—FANHANDLE ROUTE, Leave for Cincinnati and St. Louis, d 7:10 a. m., d 5:55 and d 11:5 p. m. Dennison, 2:45 p. m. Chicago, d 1:15 a. m. and 21:05 p. m. Wheeling, 7:16 a. m., 12:05, 6:10 p. m. Steuben-ville, 5:55 a. m. Washington, 8:15, 8:35 a. m., 1:55, 2:30, 4:35, 4:55 p. m. Buiger, 10:10 a. m. Burgette-town, S 11:36 a. m., 5:25 p. m. Mansfield, 7:15, 9:20 11:00 a. m., 1:05, 6:20, d 8:25. Bridgeville, 16:1 p. m. McDonalds, d 4:15, 10:45 p. m., S 10:20 p. m. TRAINS ARRIVE from the West, 4 2:10, 6 5:00 a. TRAINS ARRIVE from the west of 110, 0330 a.m. Step-benville, 5:05 p. m. Dennison, 9:39 a.m. Step-benville, 5:05 p. m. Wheeling, 2:10, 8:45 a. m., 3:05, 5:55 p. m. Burgetistown, 7:15 a. m., 8 9:05 a. m. Washington, 6:55, 7:50, 8:40, 10:25 a. m., 2:33, 6:25 p. m. Mansfield, 5:39, 5:53, 5:39, 11:46 a. m., 12:45, 3:55, 10:00 and 8 6:20 p. m. Bulger, 1:46 p. m. McDonaids, d 6:35 a. m., d 9:00 p. m.

m., Hand, 3:35, 10:00 and 3:6:20 p. m., Bulger, 1:60 p. m. McDonaids, d:25a m., d:200 p. m.

NORTHWEST SYSTEM—FT. WAYNE ROUTE.—
Leave for Chicago, d:7:10 a, m., d:12:21, d:1:00, d:1:35, except Saturday 11:20 p. m.; Toledo, 7:10 a, m., d:12:23, d:1:00, and except Saturday 11:20 p. m.; Creatline, 5:45a, m., Cleveland, 6:10 a. m., 12:24, d:1:00 p. m., and 7:10 a. m., via P., Ft. W. & C. Ry.; New Castle and Youngstown, 7:20 a. m., 12:23, 3:35 p. m.; And 7:10 a. m., via P., Ft. W. & C. Ry.; New Castle and Youngstown, 7:20 a. m., 12:20, p. m.; Meadville, Eric and Ashtabula, 7:20 a. m., 12:20 p. m.; Meadville, Eric and Ashtabula, 7:20 a. m., 12:20 p. m.; Nies and Jamestown, 3:30 p. m.; Alliance, 4:10 p. m.; Beaver Falls, 4:00 p. m.; Hock Point, 8:250 a. m.; Lectsdaie, 5:30 s. m.

DEPART FROM ALLEGHENY—Rochester, 6:30 a. m.; Beaver Falls, 8:15, 11:00 a. m., 5:15 p. m.; Enon, 3:00 p. m.; Lectsdaie, 5:30 g. m.; Depart From Allegelian, 5:30 g. 100, 10:30 p. m.; Conway, 10:30 p. m.; Lectsdaie, 8:30 p. m.

THAINS ANNIVE thinous station from Chicago, except Monday, 1:50, d 6:35, and 6:20 p. m.; Creatline, 12:30 p. m.; Youngstown and New Castle, 9:10 a. m., d 5:56 and d 6:20 p. m.; Creatline, 12:30 p. m.; Youngstown and New Castle, 9:10 a. m., 1:25, 6:35, m., 5:55 and 6:30 p. m.; Creatline, 12:30 p. m.; Youngstown and New Castle, 9:10 a. m., 1:25, 6:35, m., Eric and Ashtabula, 1:23, 10:15 p. m.; Alliance, 10:00 a. m.; Rock Point, S 8:25 p. m.; Lectsdaie, 10:40 p. m.; Eric and Ashtabula, 1:23, 10:15 p. m.; Lectsdaie, 4:30, 5:30, 6:14, 6:30, 7:30 p. m.; Eric and Ashtabula, 1:23, 10:15 p. m.; Lectsdaie, 4:30, 5:30, 6:14, 6:30, 7:30 p. m.; Eric and Ashtabula, 1:23, 10:15 p. m.; Lectsdaie, 4:30, 5:30, 6:14, 6:30, 7:30 p. m.; Eric and Ashtabula, 1:23, 10:15 p. m.; Lectsdaie, 4:30, 5:30, 6:14, 6:30, 7:30 p. m.; Eric and Ashtabula, 1:23, 10:15 p. m.; Lectsdaie, 4:30, 5:30, 6:14, 6:30, 7:30 p. m.; Eric and Ashtabula, 1:23, 10:15 p. m.; Lectsdaie, 4:30, 5:30, 6:14, 6:30, 7:30 p. m.; Eric and Ashtabula, 1:23, 10:15 p. m.; Lectsdaie, 4:3

PITISBURG AND LAKE ERIE BALLROAD

COMPANY. Schedule in effect May 18, 1800. Central time. Dapairt—For Cleveland, 4:55, 7:50 a. m., 7:53 c. 4:20, 7:55 p. m. For Clackinski, Chicago and St. Louis, 7:55, 7:55 p. m. For Buffaio, 8:50 a. m., 4:23, 7:45 p. m. For Salamanca, 78:00 a. m., 4:23, 7:45 p. m. For Salamanca, 78:00 a. m., 4:23, 7:45 p. m. For Youngstown and New Castle, 4:55, 7:50, 10:15 a. m., 7:55, 4:20, 7:50, 10:15 a. m., 7:55, 4:20, 7:50, 8:50, 10:15 a. m., 7:55, 7:20, 7:50, 8:50, 7:50, 10:16, 11:25, a. m., 12:25, 7:50, 7:50, 8:50, 7:50, 10:16, 11:25, a. m., 12:25, 12:40, 11:245, 1:40, 2:23, 3:50, 4:23, 4:25, 5:24, 7:36, p. m. For Buffaio, 7:25, 8:50, 10:15 p. m. ARRIVE—From Cleveland, 7:25 a. m., 12:36, 4:36, 7:30 p. m. From Salamanca, 7:230, 7:45 p. m. From Youngstown and New Castle, 4:23, 7:23, 3:35 p. m. From Salamanca, 7:230, 7:45 p. m. From Youngstown and New Castle, 7:20, 7:25 a. m., 12:30, 5:50, 7:30, 7:45 a. m., 12:30, 11:20, 5:45, 7:30, 7:45 a. m., 12:30, 11:20, 5:45, 7:30, 7:45 a. m., 12:30, 11:20, 5:45, 7:45, 8:50 p. m. From Beaver Falls, 5:25, 7:20, 8:60, 7:40, 9:60 p. m. From Selamanca, 7:230, 11:20, 5:45, 7:45, 8:50 p. m. Pro Castle, 7:20, 2:25 a. m., 12:30, 11:20, 5:45, 7:40 a. m., 12:30, 11:20, 5:45, 7:40 a. m., 12:30, 7:40 a. m., 12:30, 11:20, 5:45, 7:40 a. m., 12:30, 7:40 a. m., 

A L L E G H E N Y VALLEY HAILMOAD—
A Trains leave Union station (Eastern Standard time): Foxburg Ac., 8:35 a. m.; Ningara Ex., daily, 5:30 a. m.; Kittanning Ac., 9:30 a. m.; Hutton Ac., 10:30 p. m.; Hutton Ac., 10:30 p. m.; Hutton Ac., 10:30 p. m.; Kittanning Ac., 5:35 p. m.; Vailey Camp Ex., 4:35 p. m.; Kittanning Ac., 5:35 p. m.; Vailey Camp Ex., 4:35 p. m.; Kittanning Ac., 5:30 p. m.; Burdalo Ex., 6:20 p. m.; Hutton Ac., 7:30 p. m.; Burdalo Ex., daily, 8:35 p. m.; Hutton Ac., 9:46 p. m.; Braeburn Ac., 6:20 p. m.; Hutton Ac., 9:46 p. m.; Braeburn Ac., 11:30 p. m. Pullman Parlor Buffet Car on day trains, and Pullman Niesping Car on night trains between Pittsburg, Lake Chautagas and Burfalo, JAS. P. ANDERSON, G. T., Agt.; DAVID MCCARGO, Gen. Supt.

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