

During the years 1885-86, the Stand-WAY. ard oil party secured control of the New York and New England system, together Jabez A. Bostwick and his lieutenants appeared in the directorate of the road, ousting the old management. Even before this time John D. Rockateller was known to be a heavy buyer of St. Paul, being especially active in that property during the Grant & in the directorate of St. Paul in 1886, and it was generally understood his holdings controlled the road.

st that time that it was Standard Oil capital that was backing that scheme. The Oil party soon retired behind its co-workers in the syndicate, and this party be represented in the directorate by Jay Gould, George Gould and Russell Sage. During the past four years the Terminal has been busy getting a grip on everything south of Mason & Dixon's line and the Ohio river, its latest acquisition be-ing the Cincinnati, New Orleans and Texas Pacific. The syndicate voted 51 per cent of the stock at the annual election, October 19 last, electing Samuel Thomas, Calvin S. W. P. Anderson, instead of Frank Bond,

the city of Baltimore and the Johns Hop-kins University sfor the purchase of their syndicate, which it was understood already held considerable stock. When the nego-tiations were completed the stock was taken by a Mr. Brown, who was identified as Mr. Brown, of the Richmond Terminal. The deal had been handled on the same plan as that for the Baltimore and Ohio Telegraph, and the funds were furnished by the Standard Oil party.

with Henry Villard, controlled that prop-erty through the North American Company. In the whirl following the money market squeeze and through the troubles of the North American, the Standard Oil party, with Mr. Gould's assistance, picked up 100,-000 shares Northern Pacific preferred, thereby perfecting their control of the property. Almost as soon as the Baltimore of and Johns Hopkins Baltimore and Ohio stock was transferred to Mr. Brown, of Itichmond Terminal, arrangements were announced for operating a transcontinental system, with through trains over the Baltimore and Ohio and Northern Pacific, using the Wisconsin Central for terminal facilities in Chicago and a convenient connection, indicating a prearranged plan.

EXTENT OF THE SCHEME.

But this is not all of the transcontinental scheme, Mr. Gould's Missouri Pacific is t benefited by this arrangement and a the part of the Terminal would be left out. But when Mr. Gould picked up the big plock of Terminal stock it was discovered that the Terminal reaches the Missouri Pacific at two points on the Mississippi-Memphis, Tenn., and Greenville, Ark. Singularly enough it is also discovered that the two systems comprise two perfect transcontinental routes with feeders and auxiliaries covering the entire territory south of the Ohio and Missouri rivers, and connecting with the other transcontinental route and its network of roads north of those rivers. All of these lines will enter Baltimore, Philadelphia, New York and Boston by the Baltimore and Ohio, and New York and New England systems. In the Northern system the New York, Come rain or shine

this price. KNABLE & SHUSTER, 35 Fifth avenue.

Pittsburg's Population. At the present rate of increase Pittsburg

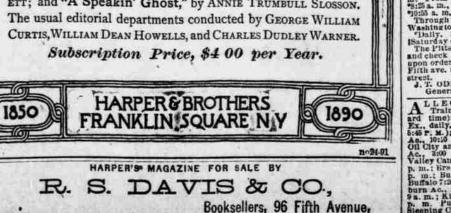
will have half a million population in a few years, and every mother's son of them will eat Marvia's New Palace bread. They'll get fat on it, too, for it's the sweetest, purest most wholesome loaf made. MWThS

Mr. M. McLean.

Surah Silks. Surah silks, 25c, 25c, 25c,

extended to his lungs, causing a lingering cough, which increased in severity until he coughed day and night, and during his severe coughing spells he spit up blood. Day by day he felt his strength gradually failing until he fully realized that his disease wis becoming deepart seated at reduction sale this week. KNABLE & SHUSTER, 35 Fifth avenue. fully realized that his disease was becoming deeper seated. In this condition he began treatment with the physicians of the Catarrh and Dyspepsia Insti-tute at &23 Pean avenue, and in speak-ing of his subsequent cure said: "My disease continued to grow worse until became afraid I had consumption. I now feel like a new man, and am giad to testify to my complete cure by these specialists. M. MoLEAN, Woods' Run, Allegheny. Office hours, 10 A. M. te 4 P. M. and 6 to 8 F. M.; Sundays, 12 to 4 F. M. B. & B. Read our display ad., this paper, the ome and see. BOGGS & BUHL, some and see. Sursh Silks. Surah silks, 25c, 25c, 25c, at reduction sale this week. KNABLE & SHUSTER, Office hours, 10 A. M. to 4 P. M. and Sundays, 12 to 4 P. M. Consultation free to all. Patients treated successfully at home by correspondence. Send two 2-cent stamps for question blank, and ad-dress all letters to the CATARRH AND DYSPEPSIA INSTITUTE, 323 Pean Ave., Pittsburg, Pa. BOZANT 35 Fifth avenue.

A Life Size Crayou \$3 50, Or 12 beautiful cabinets for \$1, at Aufrecht's "Elite" Gallery, 516 Market st., Pittsburg, until Nov. 30, 1890. Bring the little ones. of the number includes "A Christmas Present," by PAUL HEYSE, illustrated by C. S. REINHART; "Flute and Violin," an old Kentucky story by JAMES LANE ALLEN, with twenty illustrations by Howard Pyle; " P'laski's Tunaments," by THOM. AS NELSON PAGE, illustrated by J. W. ALEXANDER; "Gibble Colt's Ducks," by RICHARD MALCOLM JOHNSTON, illustrated by A. B. FROST; "Jim's Little Woman," by SARAH ORNE JEW-ETT; and "A Speakin' Ghost," by ANNIE TRUMBULL SLOSSON. The usual editorial departments conducted by GEORGE WILLIAM



-Sabscriptions received for all magazines and papers, Send for list,

p. m. Cincinnati and St. Louis, 3:05 a. m., 17:55

For Cluckmatl and St. Louis, '3:05 a.m., '7:45
P. m.
For Cluckmatl, 11:35 p.m.
For Coumbus, '5:05 a.m., '7:45 and 11:35 p.m.
For Coumbus, '5:05 a.m., '7:45 and 11:35 p.m.
For Chicago, '5:06 a.m., and '7:45 p.m.
For Chicago, '5:06 a.m., and '7:45 p.m.
For Chicago, '5:06 a.m., and '7:45 p.m.
For Chicago, '5:06 a.m., '7:45 and 11:35 p.m.
For Chicago, '5:06 p.m., '7:45 and '11:35 p.m.
For Chicago, '5:06 p.m., '7:45 p.m., '7:55 p.m.
For Coimbus, Cinclinati and Chicago, '5:55 a.m., '7:50 p.m.
Through parlor and alceping cars to Baltimora, Washing ton, Chicanati and Chicago, '15ailty except Saurday, Signiday only.'
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[Saurday only. 'Daily except Saurday.'
The Fitsburg Transfer Company will call for and chicage from hotels and residences upon orders left at B. & 0, ticket office, corner Fitth ave. and Wood st., or 40i and 629 Smithfield Street.'

J. T. ODELLA CHAS. O. SCULLA General Manager. Gen. Pass. Agent

General Manager. Gen. Pass Agent. General Manager. Gen. Pass Agent. A L E G H E N Y VALLEY RAILROAD-Trains leave Universitation (Eastern Stand-ard time): East Brady Ac., 6:05 a. m.; Miagara Ex., deily, Stiff a. m. (Arriving at Buffalo at 6:69 P. M.); Rittanning Ac., 6:00 a. m.; Hulton Ac., 8:00 p. m.; Valley Camp Ac., 12:06 p. m.; Off City and Dubles Express, 1:30p. m.; Hulton Ac., 8:09 p. m.; Kittanning Ac., 8:55 p. m.; Valley Camp Ex., 4:55 p. m.; Kittanning Ac., 5:50 p. m.; Braeburn Ac., 6:20 p. m.; Hulton Ac., 7:50 p. m.; Buffalo Ex., Gaily, 8:46 p. m.; Brae-burn Ac., 1:30 p. m.; Churen trains-Eulenton, sa. m.; Kittanning, IA:0, p. m.; Braeburn 5:40 p. m.; Rittanning, IA:00 p. m.; Braeburn 5:40 p. m.; Rittanning, IA:00 p. m.; Braeburn 5:40 p. m.; Pullman Farlor Cars on day trrins and Sieming Car on night trains between Pittsourg and Buffalo, JAS, P. ANDERSON, G. T. Ags.; DAVID MCCABBO, Gen. Sup.

p. m. 507 m. Sisp. m. From Mansfield, 7:02, 11:20 ... C. & Y. trains from Mansfield, 7:02, 11:20 n., 3:45 p. m. From Beechmont, 7:02, 11:20

McK. & Y. E. R. - DEPART-For New Ha-P., MCK. & Y. E. E. -DEFAST-FOT New Ha-ren, 5:45, 77:00 a.m., 75:00 p.m. For West New-ton, 6:45, 77:00 a.m., 75:00 j.:25 p. m. ABRIVE-From New Haven, 5:10 a.m., 74:10, 5:00 p. m. From West Newton, 6:15, 79:00 a.m., 1:25, 74:10, 5:00 p. m. For McKeesport, Elizabeth, Monongahela City and Belle Vernon, 5:31, 77:40, Monongahela City and Belle Vernon, 5:31, 77:40, Monongahela City From Belle Vernon, Monongahela City, Eliza-From Belle Vernon, Monongahela City, Eliza-beth and McKeesport, 7:50, 70:00 a.m., 12:35, 75:104, 4:40 p. m. Dally, Thundays only. City Ticket.Office, 639 Smithfield Street.

City Ticket.Office, 639 Smithfield Street, PITTSBURG AND CASTLE SHANNON R. R. Summer Time Table. On and after March 30, 1890, null farther notice, trains will run as follows on every day, except Sundar. Eastern standard time: Leaving Pittsburg-6:30 a.m., 7:10 a.m., 5:00 a.m., 9:30 a.m., 11:30 a.m., 1:40 p. m., 3:40 p. m., 5:00 p. M., 5:50 p. m., 5:30 p. m., 3:40 p. m., 11:40 p. M., Arlington-5:40 a. m., 6:30 a.m., 7:10 a.m., 5:00 a.m., 10:30 a.m., 1:00 p. m., 3:40 p. m., 4:50 p. m., 5:10 p. m., 5:50 p. m., 7:10 p. m., 10:30 p. m., 5:00 p. m., 5:50 p. m., 7:10 p. m., 10:30 p. m., 5:00 p. m., 1:50 p. m., 1:00 p. m., 1:00 p. m., 5:00 p. m., 1:00 p. m., 1:00 p. m., 1:00 p. m., 5:00 p. m., 1:00 p. m., 1:00 p. m., 1:00 p. m., 6:00 p. m., 1:00 p. m., 1:05 p. m., 4:23 p. m., 6:30 p. m., 8:00 JOHN JAHN, Supt.

PHTSBURG AND WESTERN BAILWAY Trains (Cu'l Stan dtime) Leave. Arrive.

10:50 p. m. m. Dennister from the West, d 2:10, d 6:00 a. TRAINS ANNIVE from the West, d 2:10, d 6:00 a. m., 3:05, d 5:55 p. m. Dennison, 9:20 a. m. Steu-benyille, 5:06 p. m. Burgetistown, 7:118 a. m. S 5:05 a. m. Washington, 6:55, 7:30, 8:40, 10:25 a. m., 2:35, 6:25 p. m. Mansfield, 5:30 p. m. Bulzer, 1:40 p. m. McDonalds, d 6:35 a. m., d 9:00 p. m.

 m. Bed show how and Solar p. m. Dulley, 1.
m. B. BelDonalds, deside m., desop, m.
NOHTH WEST STSTEM --FT. WAYNE HOUTK --leave for Chicago. d 7:00 a. m., d 12:25, d1:00, d
S.S. except Saturday Hiz D. m.; Toledo, 7:39 a. m., d 12:30, d 1:00, and except Saturday H. 20 p. m.; Crestline, S.S. M., Cleveland, 6:10 a. m. 12:35, d1:25, p. m.; All and reason of the saturday H. 20 p. m.; Youngstown and Miles, d 12:20, p. m.; Mission with, except Saturday Hiz D. M., 12:30, 2:20 p. m.; Youngstown, 7:30 a. m., 12:30 p. m.; Niles and Jamestown, 12:30 p. m.; Milance, 4:00 p. m.; Wheelling and Bellaire, 6:10 a. m., 12:35, p. m.; Heaver Falls, 4:00 p. m.; Milance, 4:00 p. m.; Heaver Falls, 4:00 p. m.; Baver Falls, 5:00 m.; Leaver Falls, 4:00 p. m.; Baver Falls, 5:00 m.; Leaver Falls, 4:00 p. m.; Baver Falls, 5:00 m.; Enon, 3:00 p. m.; Leaver Falls, 5:00 m.; Conway, Weis D. M., M.; Enon, 3:00 p. m.; Conway, Weis p. m.; Fall May ARMFW Luinon station from Chicago, etc. pt Monday, 1:53, d 6:00, d1:35 a. m., d 5:56 and d6:50 p. m.; Toldy a. m., 2:53, 7:50 p. m.; Youngstown and Kow Casilla, 5:10 p. m.; Youngstown and Song P. M.; Creatiline, 1:36 a. m.; Bastra Bield a. m., 2:26, 7:50 p. m.; Youngstown and Song P. M.; Creatiline, 1:36 a. M.; Sis and 6:50 p. m.; Creatiline, 1:36 a. M.; Sis and 6:50 p. m.; Creatiline, 1:36 a. M.; Sis and 6:50 p. m.; Creatiline, 1:36 a. M.; Sis and 6:50 p. m.; Creatiline, 1:36 a. M.; Sis and 6:50 p. m.; Creatiline, 1:36 a. M.; Sis and 6:50 p. m.; Creatiline, 1:36 a. M.; Sis and 6:50 p. m.; Creatiline, 1:36 a. M.; Sis and 6:50 p. m.; Creatiline, 1:36 a. M.; Sis and 6:50 p. m.; Creatiline, 1:36 a. M.; Sis and 6:50 p. m.; Creatiline, 1:36 a. M.; Sis and 6:50 p. m.; Creatiline, 1:36 a. M.; Sis and 5:50 p. m.; Creatiline, 1:36 a. M.; Sis and 5:50 p. m.; Creatiline, 1:36 a. M.; Bastra Alizabetterry, from Sison, 8:00 p. m.; Creater and Jamestown, 6:10 a. m.; Elsover Falls 1:50 a. m.; S 1:50 p. m.; Leetidais, 1:50 a. m.; Conway & 40a. m.; Scon e. g. 60 a. m.; 2: