down by the terrible disease, pneumo

monia find victims

Protect Your Horse.

jal5-mwrsu

WHAT TAKES THEM OFF?

The Alarming Increase of Pneumonia and

What It Means-"The Stitch in Time."

Scarcely a day passes that one does not hear

of men and women whom we picture as the perfection of health and strength being stricken

Perhaps the greatest cause of pneumonia in

this country is the extreme difference in tem-perature between the interiors of offices and

homes and the outside air. So long as people consider it necessary for their comfort to main-

tain a hot-house temperature indoors, when the mercury is very low outside, so long will pneu-

The greatest care and prompt measures should

be taken upon the first approach of the slightest symptoms of pneumonia. If you have a tickling in the throat, a tightness in the chest,

wastes the strength, which should be hus-

banded. A far better plan is to take a pure and strong stimulant, which will tend to equalize

the circulation, check congestion and restore to health. There are many forms of stimulation,

medicinal whisky upon the market, and its purity and power are proven by its popularity. It has saved the lives of more men and women who were candidates for pneumonia than any discovery of modern science, and it stands, as it deserves to stand, at the head of medicinal stimulants of the present day.

AND ERIE STS.

Andrew Pafenbach.

16 SIXTH STREET.

TECHENY CHY

CARNEGIE

GALLERIES

50 and 25c.

No Sign of Weakness Exhibited by the Many Pig Iron Manufacturers.

THEY STILL STAND FIRM

In Their Determination to Maintain the Shut-Down Until

THEIR DEMANDS ARE ACCEDED TO.

No Prospect in Sight for a Settlement of the Existing Trouble.

THE SITUATION IN AND AROUND SHARON

(FROM A STAFF CORRESPONDENT.)

SHABON, PA., Feb. 8.-Sharon and the towns contiguous to it, including Sharpsville and Middlesex, are much less fortunate than their neighboring town of New Castle, for hereabouts the shut-down movement is practically complete. Manufacturers of pig iron are a unit in their determination to persevere in that which from the first they have advocated as the only remedy to bring the obdurate coke producers and railroad officials into subjection, and that is by depriving the one who insists upon charging exorbitant prices for coke, in the face of universal and abnormal depression in the iron trade because of knowing their strength, of a market for the greater part of his product and the other who insists upon as great an extortion of the traffic and revenue on which they depend to a great

measure for their income. To what extent they have been successful in this commercial crusade can be judged. first from the reports from the Connellsville coke region. At the present writing the number of idle coke ovens in the region is over 6,300 out of a total of about 16,000 in the entire region, with the list of idle ovens increasing at a rapid rate. For the week ending January 31 the Western shipments equaled 45 per cent of the entire shipments naces. Of the whole number of furnaces in both valleys, only the Rosena at New Castle, the Stewart Company's here and Brown, Bonnell & Co., Youngstown, are in operation, and some of these have their own ovens.

principally to the Illinois Steel Company at mills in the far western districts. Furnames in the East and at Pittsburg are at present running full and consuming about

coke operators, in order to be content with the volume of trade, must be prepared to satisfy themselves with fully 20 per cent of the business they do under ordinary conditions. When it is remembered that not many months ago coke was selling at \$1 per ton, as against \$1 90 at present, and under no more favorable conditions, no one will question the operators' inability to re-

Before the H. C. Frick Coke Company gained control of the coke market there was tween the producers and consumers. Comneutrion was free and the result was that coke

duction to same farm is still drilling in the inferior sand,
but according to measurement Saturday the
well is not deep enough for the pay. Rungs further reduction of 15 cents per ton.

for it can be here stated as coming from excellent authority that the coke men are willing to cut the price to \$1.75, but are withholding from doing so until the action of the railroads in lowering the rates is decided, they realizing in lowering the rates is decided, they realizing that in the event of their granting the reduction without the corresponding reduction by the railroads, would be of no avail, as it is not sufficient to permit the resumption of work. This is the general impression among iron manufacturers in this district, and they are consequently directing all their energy against the railroads.

against the railroads.

Thus, the settlement of the question whether or not the furnaces will resume lies only within the power of the railroads, and no one acquainted with the basis of freight rates doubts the inability to grant these reductions. By so doing, they would cause the renewal of work in all the blast furnaces, giving fully 5,000 men employment; increase the demand for limestone, and thus renew work in the limestone quarries; breed activity and industry instead of duliness and stagnation throughout the of duliness and stagnation throughout the coke region, which would, in turn, give employment to thousands of miners and cokers and lift the trade of these naturally blessed districts from the rut of demoralization. It would greatly lessen the troubles of merchants nd cause untold happiness in the homes of orkingmen. It is the knowledge of what railroads are in

It is the knowledge of what railroads are in a position to do without injuring them comparatively and their refusal to do it, that engenders a bitter feeling against them, at least in this part of the State, and has caused the present movement to be the most generally discussed of any of the numerous injustrial problems that from time to time come before the people of these districts.

The Situation at Sharon.

In the town of Sharon proper the furnaces that are out of blast are the Keel Ridge furnace of P. L. Kimberly & Co., with an annual capacity of 12,000 tons. The furnace furnished iron to Kimberly's Atlantic Mills which adjoins. The product of the Atlantic Mills is bar plate, hoop and rod iron and nails, to the extent pane, noop and rod fron and nails, to the extent of 20,000 tons annually. The furnace is of antique pattern and the firm is considering the idea of tearing it down and erecting a new one on the present site. The Sharon furnace of Borce, Rawle & Co., with an annual capacity of 25,000 tons has been closed since the shut-down movement began. A member of this, and also of the Mahoning and Shenango Valley Iron Manufacturers' Association, speaking of the movement said:

movement said:

"The extremely low prices ruling for pig iron, due to overproduction, and which we claim Southern iron has a great deal to do with, is the primary cause of the shutdown. When prices of pig iron in Pittsburg, which city makes our market, fell below the cost of production, we asked for a reduction in coke and freight rates, knowing the ability of the reads and operators to do this, in order to cheapen the cost of production and enable us to keep our furnaces in blast. These requests at least as far as the railroads are concerned, at least as far as the railroads are concerned, were refused, and we consequently had to shut lown, and there the matter stands. 1 cannot down, and there the matter stands. I cannot say what the outcome will be."

At the Sharon Iron Company the two stacks, with an annual capacity of 70,000 tons, are also out. Repairs are being made at the furnaces. A member of this firm, when spoken to in regard to this movement, corroborated in substance the above interview, and further added that this firm had probably a two weeks' supply of iron on hand, and when this was exhausted they intended purchasing Southern iron and mix it in quantity, according to the nature of an order, with valley iron, which, he claimed, they can buy at present cheaper than for what the furnaces can make it. He was of opinion that all the valley mills would do the same, as they are rapidly drifting toward it now.

Independent of Coke Producers. The Stewart Iron Company's two stacks are the only ones running in Sharon, West Middle-sex or Sharpsville. They have their own coke ovens, and are thus not affected by the shutdown. These furnaces have a capacity of 62,000 tons yearly. The Wheeler Iron Company's two stacks at West Middlesex, the Ella and Tannie, with an annual capacity of 60,000 tons,

are also banked since the shut-down movement

000 tons; two stacks at the Spearman Iron Company's plant, capacity 60,000 tons; one stack at the Alice furnace of Wheeler & Co., capacity 18,000 tons, and one stack of the Sharpsyille Furnace Company, capacity 30,000 tons. Every one of these furnaces is banked, and interviews had with members of the different firms only substantiated what has heretofore been said.

The completeness of the movement can be seen from the statement that of a total of nine stacks at Sharpsyille with annual capacity of 243,000 tons, five stacks at Sharon with a total capacity of 169,000 tons and twe stacks at West Middlesex with a capacity of 60,000 tons, there are but two stacks, with a capacity of 62,000 tons, in operation, and these not antagonizing the spirit of the Manufacturers' Association.

How It Affects Merchants.

How It Affects Merchants. A tour among the prominent merchants en-gaged in all lines of trade revealed a much quieter state of trade than is usual at this time of the year. They attribute the dullness to the idleness of the workmen, and

to the idleness of the workmen, and are discouraged at the outlook. The idleness has not been of sufficient duration to cause an extraordinary depression, and they assert that the present dullness would be insignificant compared to what it will be if the shutdown continues, They depend almost entirely upon the activity in the fron trade for their prosperity, and what affects it reflects upon them most seriously.

Regarding the probability of the railroads acceding to the demands of the furnacemen and thus permit a resumption of work, many of the prime movers on all sides were interviewed and directly asked the question. They invariably replied that there was no apparent sign of weakness on any side since the movement began. Each side has presented its so-called ultimatum, which has been refused, and there the matter stands. A well-informed, but disinterested gentleman, ventured three reasons as the cause inducing the railroads to defer their answer. First, the probable condition of trade in the valleys, outside of that furnished them by the blast furnaces; the likelihood of an immediate improvement in the iron trade and the possibility of a strike in the coke region.

All that can bring about a change is either a

and the possionity of a change is either a betterment of pig iron prices or the railroads giving in, and from outward supearances the probability of either of these events happening is ramote.

C. KANE.

THE PAST WEEK IN OIL.

FEW CHANGES OF CONSEQUENCE RE-PORTED IN THE FIELD

It Looks as if the Wildwood Field is on the Down Grade-Pools in the Callery and Harmony Districts Have Poor Staying

The past week has not been conspicuous for any eventful changes in the field situation. It was expected by this time that at least two or three wells would have been completed in the McCurdy field, which would have furnished the basis for a conclusion upon the future possibilities of from the region. Of this amount there was | the pool. As matters now stand it is not omparatively little consigned to valley fur. likely there will be any wells due before the middle of the week. The week's record at Wildwood seems to

indicate that this famous field has passed the meridian of its life, and is now on the Talk of Further Shut-Downs.

The Western shipments were consigned

The Western shipments were consigned and have been tubed, and relegated to the west lines too are not showing up in a manners in the East and at Pittsburg are at present running full and consuming about 80 per cent of the average amount.

The question of shutting down the furnaces in the East in case of refusal to have the cost of coke and freight rates reduced is being seriously agitated, and if the depression in the iron trade continues, this action will likely be taken. So no great increase in consumption can be expected from that source.

From these statements it can be seen that coke operators, in order to be content with west lines too are not showing up in a man a 400-barrel well on the James Yost farm in the Fairview district, which is owned by the South Penn Oil Company. Operations are active here and a large amount of new work is contemplated as soon as the roads are in condition to move machinery and material. Jefferson Center has also brought in one or two fair producers and the indications are that it will not be long until there will be quite a production in this quarter.

in this quarter.

WILDWOOD-Griffith & Co. drilled thei Ringheisen No. 2 Saturday, increasing its production to 40 barrels and hour. No. 3 on the petition was free and the result was that coke always sold at a reasonable price, but since the influence of the Frick Company over the market prices have climbed to a very high level and remained there, despite the variations in the pig from markets. The days of \$1 coke are past, and from manufacturers, understanding, make their demand moderate in requesting a further reduction of 15 cents per ton.

Waiting for the Railroads.

The action of the furnacemen is successful, for it can be here stated as coming from excellent authority that the coke men are willing to cut the price to \$1.75, but are withholding from doing so until the action of the railroads in lowering the rates is decided, they realizing in the hole the casing collapsed. Ringbeing in the hole the casing collapsed. Ring-heisen No. 4, Marks No. 1, and Alston No. 1 have all received their second string of casing. The Bowman gasser is doing 60 barrels a day, and the Kennedy well, on the Pittsburg and Western Railroad lot, Saturday night was do-Western Railroad lot, Saturday night was doing 30 harrels an hour.

Finegan & Downing have tubed their Wallace heirs farm well, which is pumping five or six barrels a day. This same party are in the 100-foot with John Wallace No. 1, are drilling No. 2, rigging up at No. 3, and building No. 4 rig, all on the same farm. Following are the gauges of some of the wells:

Production

Drilling an Old Well.

WASHINGTON-One and a half miles south from Washington Hart Bros. are drilling the old Pew & Emerson well, on the Gabby farm, down to the fifth sand. This well was drilled down to the fifth sand. This well was drilled through the Gordon sand four years ago, and never did better than four barriels from the Gantz horizon. The Hart Bros., believing that they could make a fifth sand producer out of it, recently bought the old well, together with a large lease? for \$10,009. This is looked upon as an important test and if good will develop considerable fifth sand territory. It required 2,500 feet of 4½ casing to shut the salt water off in the Gordon sand. The Marshall Oil Company have just finished cleaning out the old famous Blanney well, which increased its produced less than 50 barrels a day. This well is four years old and since it was struck has never produced less than 50 barrels a day and in the aggregate has made a production of over 200,000 barrels of oil.

No Change at Glade Run.

No Change at Glade Run. GLADE RUN-The week ending offers nothing special in the way of field notes. The situ ation remains practically the same as for weeks past, and not much change is looked for unti the more favorable weather of spring sets in.

A Number of Wells Shot. AMBERSON-Root & Co. have a new rig up on the northeast corner of the Wehr farm. The location is important in the event of their get-ting on well, as it would tend to widen the belt ting on well, as it would tend to widen the belt at this point. The Hundred-foot Oil Company have the rig of their No. 2, George Welch, completed. Frazier & Co. No. 1, George Welch, after being shot and cleaned out, proves to be about a 15-barrel well. Weir & Co. shot their No. 2, H. Knawf, the latter part of this week, but she failed to respond. It is thought she may make a 15-barrel pumper. The Hundred-foot Oil Company shot their No. 3, William Anderson, on Thursday; the well made seven or eight nice flows and is looked on as being a nice well when finished. Jack White & Co. tapped the pay in their No. 3, Marshall, on Thursday. The well shows up very favorable and her owners think she is the best well they have yet drilled in.

Drillers Given Hope.

EVANS CITY-A little better feeling prevails around this burg since the arrival of the Boggs farm well, located a short distance southwest of town, and which was drilled in a day or tw of town, and which was drilled in a day or two since. The well is owned by a joint stock com-pany. The well is variously estimated at from 50 to 100 barrels. Christic Brothers have their No.1 Graham spudded in, and Johnston & Nichols are making a desperate attempt to drill by the two strings of tools they have in at their No. 1 J. P. Ash.

Callery Men Discouraged.

CALLERY - The Damback Oil Company' was first inaugurated.

At the town of Sharpsville, which trades here, there is the Claire furnace, with an annual capacity of 40,000 tons; two stacks of the Couples furnace of Pierce, Kelly & Ca., with a capacity of 60,000 tons; two stacks of the Mabel furnace of Perkins & Co., capacity 35,-

Drilling at Petersville. PETERSVILLE—The drill is still kept moving in the surrounding field, but the wells being brought in are all of rather a light caliber. The brought in are all of rather a light caliber. The appearances for a well at the Forest Oil Company No. 1, Jake Gelbauch, southwest of town, is good, and extends the width of the belt, considerable in this direction. This well, through one cause or other, has been a long time on the way, but is in the sand now and showing considerable oil. Clark & Co. have the rig of their No. 14, Bader farm, completed. Scheidemantle No. 8, J. L. Bambach, is digging away in the gas sand.

The Field About Bridgeville. BRIDGEVILLE-The Donaldson well was drilled in Friday, and the indications are for a 40 or 45-barrel well. There is a rig up on the W. B. Morgan farm, one on the McMillan and another on the Owens farm. The Forest Oil Company's No. 1 Hamatt is down 1,400 feet, and their No. 1 Patterson is drilling at 1,500 feet, and will soon be due. On the strength of the Donaldson well Graham & Co. have made two more locations on the Donaldson farm.

New Life at Canonsburg. CANONSBURG-The interest in the Canons-burg field had about died out when the Garrett Oil Company decided to drill their No. 1 oil Company decided to drill their No. I Eliza Weaver deeper, the well having fallen off until it did not pay to operate. The owners are now of the opinion that the well was being pumped from the Gordon sand as they drilled about the right depth to get the pay in the 50-foot sand, and the well at present is making 35 barrels a day. This new find has somewhat revived interest here and John McKeown has put up a rig in the immediate vicinity. Another is about completed on the Curry. The Garrett Oil Company have No. 2 Weaver ready for the drill and unknown parties will soon start drill. drill and unknown parties will soon start drilling on the McClelland. H. McC.

THE WEEK IN OIL

Trading Important, but the Price Boosted Over Two Cents.

78 78% This shows a gain of 2%c for the week. The close was the highest since August of last year. Refined opened and finished the same at all points. The daily average of runs increased from 49,441 to 67,680 and daily shipments from 58,015 to 63,720.

McGrew, Wilson & Co., 90 Fourth avenue, quote puts, 74½; calls, 79%@80.

OIL CITY, Feb. 7,—National Transit Certificates opened at 75c; highest, 75%c: lowest, 77%c; closed, 78%c; sales, 77,000 barrels; clearances, 336,000 barrels; shipments, 99,950 barrels;

runs, 89,362 barrels. New York, Feb. 7.—Petroleum opened steady NEW YORK, Feb. 7.—Petroleum opened steady and advanced \$60 on small purchases, then became dull and remained so until the close, Pennsylvania oil, spot: Opening, 785c; highest, 785c; lowest, 785c; highest, 785c; lowest, 780; closing, 785c. Lima oil, sales none. Total sales, 42,000 barrels.

FOR BRAIN FAG

Use Horsford's Acid Phosphate. Dr. W. H. Fisher, Le Sueur, Minn., says: "I find it very serviceable in nervous debility, sexual weakness, brain fag, excessive use of tobacco, as a drink in fevers, and in some urmary troubles. It is a grand good remedy in all cases where I have used it."

Cups and Saucers. Our cup sale is now on. We have made four prices—25c, 50c, 75c and \$1 00 each. The goods are all new, salable goods and sold at half price. Come early.

C. REIZENSTEIN, 152, 154, 156 Federal street, Allegheny.

Houses Are Scarce This Year. Car fare, time and perplexity can be sayed by consulting the special "To Let" adver-tisements in THE DISPATCH to-day. Mondays and Thursdays are special rent days,

BY calling "Hello, 1186," you can order the finest ales and beers for your family's use. IRON CITY BREWING COMPANY.

Cups and saucers for all uses at our great mark-down sale. Special values at 25c, 50c, 75c, \$1 each. Do not fail to see these goods, as they are the best values we ever offered. C. REIZENSTEIN, 152, 154, 156 Federal street, Allegheny.

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CREAM ale never tastes better than when the weather is cold. The Iron City Brewers makes the finest. At all dealers.

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WHERE THEY ALL GO TO

Where did James G. Blaine go when in Europe?

Where did Senator William M. Evarts go?

Where did Mr. P. D. Armour go? Where does every well-informed man or woman whose system wants rebuilding go or wish to go? To Carlsbad, where exists the greatest health resort in the world, and has been known as such for centuries. Because by a wonderful yet mystic power, it builds up the body and renews the life quickly yet surely. Because Carlsbad has become a name significant of all that is best in renewing life. If, therefore, anyone is unable to go to that famous resort, the next best thing possible is to use its waters at home. This can easily be done either by using the imported waters of Carlsbad, or by dissolving some of the genuine imported Carlsbad Sprudel Salt in ordinary water. In this way the same effects are produced as if taken at the Springs. Carlsbad can

be brought into every home. Buy

the genuine imported Carlsbad Salt

only, which must have the signature

of "Eisner & Mendelson Co.," Sole

Agents, New York, on every bottle.

Can be secured by the small investment in one cake of

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THE GREAT RUSSIAN
VERESTCHAGIN
EXHIBITION OF PAINTINGS and CURIOS ONLY A SHORT SEASON LONGER.

YOU WILL NEVER have another opportunity to ALLEGHENY N 10 A. M. to 10 MARVELOUS COLLECTION m the World

DUQUESNE THEATER. PITTSBURG'S LEADING PLAYHOUSE. Return of the favorite American Extravaganza Co. and the gorgeous

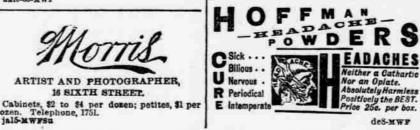
a pain in the head, a chilly feeling, or pains throughout the body, act promptly, act wisely —bring about an immediate reaction. This can sometimes be accomplished by quick and violent exercise, but that is exhausting, and wastes the strangth which should be hear. CRYSTAL | 150 PEOPLE. and Saturday. | | 3 BIG BALLETS. | SLIPPER Seats and boxes at Theater and Hays', 75 Fifth ave. Next week, Primrose & West's Minstrels. but only one that can be recommended—that is Duffy's Pure Malt Whisky. This is the only HARRY WILLIAMS' ACADEMY.

> HYDE'S NEW STAR SPECIALTY CO. McIntyre and Heath, Miss Helen Mora, Miss Lillie Western, the Boy Wonder, Little Fred-lie; Smith and Lord, Cazman, Shadowist Crimmins and Gore, Leslie and Hardman, Prof. Don Latto, Harry Jacobson. fe8-10

Matinees Tuesday, Thursday and Saturday.



HARRY DAVIS' FIFTH AVENUE MU-SEUM and Theater— Commencing MONDAY, FEBRUARY 9, DRAKER'S UNCLE TOM'S CABIN COMPANY. Doors open from 1 to 5, 7 to 10 P. M. fe9-37



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Only a Few of the Many Bargains Are Enumerated.

Aprou Ginghams, fast colors, 5½c. Dress Ginghams, 8½c. 10c and 12½c. Canton Cloths, new printings, 12½c. 44 Lawrence L. L. Muslin, 4¾c. 44 Fruit of the Loom Muslin, 8½c. 44 Londale Muslin, 8½c. 9.4 Unbleached Sheeting, 16½c,

Turkey Red Table Linens, fast colors, 25c. Cream Table Linens, 62 inches wide, 39c. Bleached Table Damask, extra fine, 75c. 34 Damask Napkins, 31 per dozen. 500 dozen Damask Towels, extra size, 25c, Barnsley Scotch Crashes, 85/2c. Glass Towelings, all pure linen, 10c.

NEW : SPRING : DRESS : GOODS : OPENING : DAILY,

DOUGLAS & MACKIE

151, 153 and 155 FEDERAL ST., ALLEGHENY.

Isn't it fair and just? The price remains the same, You pay 20 per cent less. No discrimination or reservation. Everything in the store subject to your choice and the same

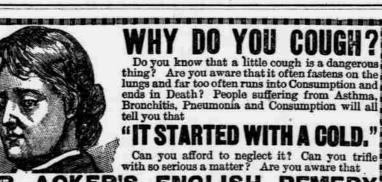
Finest Kersey Overcoats, \$20 and \$25, 20 off. Fine Melton Overcoats, \$20 and \$18, 20 off. Fine Black Worsted and Tricot Dress Suits, \$20 and

\$25, 20 off. Men's Finest Cassimere Suits, \$20, 20 off. Men's Everyday Business Suits, \$12 and \$15, 20 off.

Boys' Suits, \$6, 20 off. This season's manufacture. No old stock. Everything new and stylish. An immense stock, that will not be carried to another season, prompts this great discount. 20 per cent off on everything.

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ACKER'S ENGLISH REMEDY r Coughs, Colds and Consumption is beyond question the greatest of all odern Remedies? It will stop a Cough in one night. It will check a Cold in a day. It will prevent Croup, relieve Asthma and cure Consumption if taken in time, "Yeu can't afford to be without it." A 25 cent bottle may save you \$100 in Doctor's bills—may save your life! Ask your druggist for it, or write to W. H. HOOKER & Co., 46 West Broadway, New York, for book.



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Fine, medium and low price Carnets in all the new ideas in color and styles, at prices that will

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WALL PAPER — All the new styles in Decorations, from 5c a bolt to \$15 a bolt. We carry a large line of all kinds of Wall Paper, and our prices are away down. Don't buy a Carpet, a bolt of Paper, Lace Curtains, Portieres, Linoleum or anything in our line until you see our stock. It will be money to you.

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Prices on Application. AJAX ENGINES AND CORRY

BOILERS. We have made and sold the following "Ajax" engines in

Number of 8x12, 477 Number of 9x12, 530 Number of 10x12,.... 160 Number of 101/2x12,.. 76 Number of 11x12, 80

prove this machinery to be the oil man's favorite and the best in the oil field, these figures are all that is necessary. We sold nearly 400 Corry boilers in the same time, making over 1,600 pieces as the year's output. The "Ajax" engine is the strongest, quickest and most economical engine ever built, and the Corry boiler is the largest, strongest, best constructed and most economical boiler in the field. We now have a large stock of all sizes of engines and boilers, together with engine and boiler parts and fittings in warehouse in Pittsburg, and can supply that vicinity and the southwest more promptly than any other manufacturer. My Pittsburg office is 421 and 422 Bissell Block, and after office hours you can find me at the Seventh Avenue Hotel. Offices and warehouses -Butler, Pa.; Pittsburg, Pa., and Washington, Pa. Always write or telegraph to

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1890. Central time. P. &L. E. R. R. DEFANT-For
Cleveland. 4:30, 8:00 a.m., *1:35, 4:20, 7:45 p. m. For
Cleveland. 4:30, 8:00 a.m., *1:35, 4:20, 7:45 p. m. For
Cleveland. 4:30, 8:00 a.m., *1:35, 4:20, 7:45 p. m. For
Cleveland. 4:30, 8:00 a.m., *1:35, 5:20, 8:20

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AT HALF PRICE.

Odds and Ends Counters of Men's Suits

There are 274 suits in all-hardly two alike-Light Suits and Dark Suits, Sack Suits and Frock Suits, Heavy and Medium-weight Suits-no old trash, but good, fresh goods; but, unfortunately for us, they're broken sizes. They'll be sold at less than half their actual value.

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233 of them by actual count-among them, the dressy Meltons and Kerseys, the popular Chinchillas and Beavers, the stylish Cheviots and Cassimeres—English Box Coats, Prince Charles styles and Ulsters. They're broken sizes, and that's the reason we sell 'em for less than half what they're worth.

Odds and Ends Counters of Men's Pants

Almost (not quite) 500 pairs—Stripes, Checks, Mixtures, Plaids—Light Patterns and Dark Patterns for Dress and Business-all cut in style-and worth 100c on the dollar TO YOU, but, being broken sizes, we will let them go at reductions averaging 45 per cent.

Odds and Ends Counters of Boys' Clothing

Kilt Suits, Short-Pant Suits and Long-Pant Suits—Suits for Play, Suits for School, Suits for Dress—over 400 of them-BUT NO THREE SIZES OF ANY ONE PATTERN. That's the reason why we'll be only too glad to get rid of them at about half regular prices.

Odds: and: Ends: Counters: of: Cloaks

On these counters you will find broken sizes of Newmarkets, Jackets, Reefers, Plush Garments, Furs, Corsets, Muslin Underwear; also Girls' and Infants' Garments. Hardly two things alike. We shall be glad to get almost anything for these fearfully broken sizes.

Odds: and: Ends: Counters: of: Shoes

Men's, Women's, Misses', Boys' and Children's Shoesall styles, but hardly more than three or four sizes of any one style. Can you blame us for sacrificing these goods for almost any price they will bring? If you can find your fit, you'll have the cheapest pair of shoes it was ever your good fortune to buy.

KAUFMANNS

Fifth Ave. and Smithfield St.

PENNSYLVANIA RAILROAD. UN AND AFTER DECEMBER 29th, 1890. MAIN LINE EASTWARD. New York & Chicago Limited of Pullman Vesti-bule cars daily at 7.15 A. M., arriving at Harris-burg at 1.55 P. M. Philadelphia 4.45 P. M., New York 7.00 P. M., Baltimore 4.40 P. M., Washing-

YOR 7.00 P. M., Baltimore 4.40 P. M., Washington 5.50 P. M.,
Allantic Express daily at 3.20 A. M., arriving at
Harrisburg 10.30 A. K., Philadeiphia 1.25 P. M.,
New York 4.09 P. M., Baltimore 1.15 P. M.,
Washington 2.50 P. M.,
Washington 2.50 P. M.,
Mail train daily, except Sunday, 5.30 A. M., arriving at Harrisburg 7.00 P. M., Philadeiphia
10.55 P. M., Baltimore 10.40 P. M. Sunday Mail
8.40 A. M.
Day Express daily at 5.00 A. M., arriving at Har-8.40 A. M.
Day Express daily at 8.00 A. M., arriving at Harrisburg 3.20 P. M., Philadelphia 6.50 P. M., New
York 9.35 P. M., Baltimore 7.00 P. M., Washington 8.15 P. M.
Mail Express daily at 1.00 P. M., arriving at Harrisburg 10.65 P. M., connecting at Harrisburg
with Philadelphia Express.

ton 8.15 P. M.
Mail Express daily at 1.00 P. M., arriving at Harrisburg 10.45 P. M., connecting at Harrisburg with Philadelphia Express.
Philadelphia Express daily at 4.30 P. M., arriving at Harrisburg 1.00 A. M., Philadelphia 4.50 A. M., and New York 7.10 A. M.

Eastern Express at 7.15 P. M. daily, arriving Harrisburg 2.25 A. M., Baltimore 6.20 A. M., Washington 7.30 A. M., Philadelphia 5.25 A. M. and New York 8.00 A. M.

Fast Line daily, at 8.10 P. M., arriving at Harrisburg 2.35 A. M., Philadelphia 6.50 A. M., New York 9.30 A. M., Philadelphia 6.50 A. M., New York 9.30 A. M., Philadelphia 6.50 A. M., New York 9.30 A. M., Philadelphia 6.50 A. M., New York 9.30 A. M., Philadelphia 6.50 A. M., New York 9.30 A. M., Baltimore 6.20 A. M., Washington 7.30 A. M.

Ait through trains connect at Jersey City with boats of "Stooklyn Annex" for Brooklyn, N. Y., avoiding double ferryage and journey through New York City.

Johnstown Accom., except Sunday, 2.40 P. M., Greensburg Accom., 11.15 P. M. week-days, 10.20 P. M. Sundays. Greensburg Express 5.10 P. M., except Sunday.

Wall's Accom., 6.15, 7.20, 9.00, 10.30 A. M., 12.15, 20, 3.20, 4.55, 5.30, 6.25, 7.40, 9.60 P. M., and 12.10 A. M., (except Monday). Sunday, 12.10 A. M., 12.25, 2.25, 6.40 and 9.40 P. M.

Witkinsburg Accom., 6.05, 7.40, 9.60 P. M., and 1.40 P. M.
Sunday, 12.40 and 9.45 P. M.

Witkinsburg Accom., 6.00, 6.40, 7.00 A. M., 12.01, 4.00, 4.35, 5.20, 5.40, 5.50, 6.10, 10.10 and 11.40 P. M.
Sunday, 12.40 and 9.15 P. M.
Braddock Accom., 5.30, 6.50, 7.40, 9.00, 6.35, 7.30, 8.25, 9.00 and 10.45 P. M. week days. Sunday. 5.33 A. M.

SOUTH-WEST PENN RAILWAY.

For Uniontown 5.30 and 8.35 A. M., 1.45 and 4.25 P. M. week days.

MONONGAHELA DIVISION.

For Monongahela City, West Brownsylle and

P. M. week days.

MONONGAHELA DIVISION.

For Monongahela City, West Brownsville and Uniontown 10.40 A. M. For Monongahela City and West Brownsville 7.55 and 10.47 A. M., and 4.50 r. M. On Sounday, 5.55 A. M. and 1.01 P. M. For Monongahela City only, 1.01 and 5.50 P. M. week days. Dravosburg Accom., 6.00 A. M. and 3.20 P. M. week days. West Elizabeth Accom. 8.35 A. M., 4.15, 6.30 and 11, 35 P. M. Sunday, 9.40 P. M.

and 3.31 P. M. week days. West Elizabeth Accom. 8.35 A. M., 4.15, 6.39 and 11,35 F. M. Sunday, 9.40 P. M.
WEST PENNSYLVANIA DIVISION.
From FEDERAL STREET STATION, Allgheny City:—
Mail train, for Biairsville. 6.55 A. M.
Express for Biairsville, connecting for
Butler Accom. 5.20 A. M., 2.25 and 5.45 P. M.
Springdaie Accom. 9.00, 11.50 A. M., 3.39 and 6. 30 P. M.
Claremont Accom. 13.00 A. M., and 9.30 P. M.
On Sunday. 12.35 and 9.30 P. M.
Apollo Accom. 11.00 A. M. and 5.00 P. M.
Allegheny Junction Accom. 8.20 A. M.
Blatrsville Accom. 10.00 A. M. and 5.00 P. M.
Allegheny Junction Accom. 10.00 A. M. and 5.00 P. M.
Allegheny Junction Accom. 10.00 A. M. and 5.00 P. M.
Blatrsville Accom. 10.00 A. M. and 5.00 P. M.
Blatrsville Accom. 10.00 A. M. and 5.00 P. M.
Blatrsville Accom. 10.00 A. M. and 5.00 P. M.

General Manager. Gen'l Pass'r Agent.

A LEG HENY VALLET RAILROAD—

Trains leave Union station (Eastern Standard time): East Brady Ac., 6:35 a. m.; Nisgara Ex., daily, 5:15 a. m. (Arriving at Buffalo at 6:45 f. M.); Kittanning Ac., 6:05 a. m.; Ei:36 p. m.; Oil City and DuBois Express, 1:20 p. m.; Hulton Ac., 7:00 p. m.; Kittanning Ac., 5:35 p. m.; Valley Camp Ex., 4:35 p. m.; Kittanning Ac., 5:30 p. m.; Hulton Ac., 7:50 p. m.; Budalo Ex., daily, 8:46 p. m. (Arriving at Buffalo 7:20 A. M.); Haiton Ac., 9:40 p. m.; Braeburn Ac., 11:30 p. m. Church trains—Emlenton, Sa. m.; Kittanning, 12:40 p. m.; Braeburn Ac., 11:30 p. m. Church trains—Emlenton Sa. m.; Kittanning, 12:40 p. m.; Braeburn Ac., 11:30 p. m. Guaren trains—Emlenton Sa. m.; Kittanning, 12:40 p. m.; Braeburn Ac., 11:30 p. m. on the trains between Pittaourg and Buffalo. JAS. P. ANDERSON, G. T. Agt.: DAVID MCCARGO, Gen. Sup.

JOSEPH WOOD, General Manager.

E. A. FORD, General Passenger Agent
Address, Pittsburg, Pa.

From Pittsburg Union Station.

ennsylvania Lines.

p. m. Trains annive from the West, 4 2:18, 46:00 a. m., 3:05, 45:55 p. m. Dennison, 9:20 a. m. Steubenville, 5:05 p. m. Wheeling, 2:10, 8:55 a. m., 2:05, 5:55 p. m. Burgettstown, 7:15 a. m., 5 9:55, 5:55 p. m. Burgettstown, 7:15 a. m., 5 9:30, 10:25 a. m., 2:25, 6:25 p. m. Mansfield, 5:30, 5:53, 8:30, 11:49 a. m., 12:45, 3:55, 19:00 and 8 6:20 p. m. Bulger, 1:38 p. m. McDonalds, 4 6:35 a. m., 4 3:00 p. m.

m., Hrief, 255, 19400 and 3 6720 p. m. Bulger, 1:30 p. m. McDonalds, 6 6755 a. m., d 5700 p. m.

NORTHWEST SYSTEM—FT. WAYNE ROUTE.—Leave for Chicago, d 7:40 a. m., d 12:20, d 1:00, d 1:00, a. m., d 12:20, d 1:00, d 1:00, a. m., d 12:20, d 1:00, d m., d 12:20, d 1:00, a. m., id 12:20, p. m.; Hold, a. m., id 12:20, p. m.; Meadwille, Erie and Ashtabuls, 7:20 a. m., 12:20, p. m.; Nies and Jamestown, 2:30 p. m.; Alliasce, 4:19, m.; Wheeling and Bellaire, 6:10 a. m., 12:45, id 5 p. m.; Heaver Falls, 8:825 a. m.; Lectadale, 5:30 a. m.; Berver Falls, 8:825 a. m.; Lectadale, 5:30, a. m.; Berver Falls, 8:825 a. m.; Lectadale, 5:30, 9:00, 10:46 a. m.; id. 1:30, a. m., 1:30, p. m.; Knon, 1:00 p. m.; identified 5:30, 9:00, 10:56 a. m.; id. 1:30, a. m.; berver Falls, 9:00 and 8:83 p. m.; Conway, 10:30 p. m.; Fall Oaks S 11:30 a. m.; conway, 10:30 p. m.; Fall Oaks S 11:30 p. m.; Conway, 10:30 p. m.; Trains arrive to noon station from Chicago, except Monday, 1:30, d 6:00, d 6:55 a. m., d 5:55 and d 6:50 p. m.; Crestline, 1:30 p. m.; Youngstown and New Castle, 9:10 a. m., 1:25, 6:30, m.; Youngstown and New Castle, 9:10 a. m., 1:25, 6:30, m.; Cleviand, d 5:50 a. m., 1:25, 1:30, a. m., 1:25, 1:30, a. m.; Rever Falls, 7:30 a. m. 8:25 p. m.; Lectadale, 20:40 p. m.; Alliance, 10:00 a. m.; Eleviand, d 5:50 a. m.; Lectadale, 20:40, m.; Fall a. m.;

For Washington, B. C., Baltimore, Philadetphia and New York, 7125 & m. and 7220 p. m. For Cumberland, 7252, m. 1126, 725 and 1255 a. m. 1126, 725 p. m. For Connellsville, 1582, 725 and 1525 a. m., 1126 and 1525 a. m. and 1525 a. m.

For Cincinnati and St. Louis, "508 a. m., 17:48 p. m.
For Columbus, "5:08 a. m., 17:48 and [H:35 p. m.
For Columbus, "5:08 a. m., 17:48 and [H:35 p. m.
For Newark, "5:08, a. m., "7:48 and [H:35 p. m.
For Newark, "5:08, a. m., "7:48 and [H:35 p. m.
For Chicago, "5:08 a. m., "7:48 and [H:35 p. m.
Trains arrive from New York, Philadelphia, Baltimore and Washington, "5:48 s. m., "5:20 p.
m. From Columbus, Checkmani and Chicago, "5:25 a. m., 5:09 p. m. You Wheeling, "5:23, "10:35 a. m., 5:09 p. m. You Wheeling, "5:23, "10:35 a. m., 5:09 p. m. You Wheeling, "5:23, "10:35 a. m., 5:09 p. m. You Wheeling, "5:23, "10:35 a. m., 5:09 p. m. You Wheeling, "5:23, "10:35 a. m., 5:09 p. m. You Wheeling, "5:23, "10:35 a. m., 5:09 p. m. You Wheeling, "5:23, "10:35 a. m., 5:09 p. m. You Wheeling, "5:23 a. m., 5:29 p. m. You Wheeling, "5:23 p. m. You Wheeling, "5:23 p. m., 5:29 p. m. You Wheeling, "5:23 p. m. You Wheeling, "5:23 p. m. This while the state of the second p. m. You Wheeling, "5:23 p. m. This while the second p. m. You Wheeling, "5:23 p. m. This while the second p. m. You Wheeling, "5:23 p. m. This while the second p. m. You Wheeling, "5:23 p. m. This while the second p. m. You Wheeling, "5:23 p. m. This while the second p. m. You Wheel

PITTSBURG AND WESTERN BAILWAY Mail. Butler. Charlon. Kane. 6:50 a m 4:55 p n
Day Ex., Akron, Toledo. 7:50 a m 7:50 p n
Futler Accommodation. 9:50 a m 1:50 p n
Orecaville and Matter Ex. 1:50 p m 1:53 p n
Chicago Express (daily). 2:15 p m 1:53 a n
Zellenople Accom. 4:55 p m 5:53 a n
Butler Accom. 4:55 p m 5:53 a n
First class fare to Chicago, 1:0 30. Second class
9 50. Fullman Buflet sleeping ear to Chicago
Saliy.