ABOUT THE RAVENNA WRECK.

Only the Iron Frames of the Cars Left—The Cowardly Fiagman Fled to the Woods—

Local People Worried About Friends-

"In my 39 years as a railroader I have seen wrecks and wrecks," said Conductor

with what Conductor Parsons said, and be-lieved some of the dead will never be known. He added that he never wanted to

General Passenger Agent Clark, of the Lake Eric road, was very anxious yesterday afternoon to see the names of the people who had been killed in the Ravenna wreck. He feared that some of his friends were in the list of victims. About this

time of the year many Covington and Cin-cinnati people go to Chautauqua, where they spend the summer. The Lake Erie connects with the Erie system, and the

other line, but he supposed some of the passengers were bound this way and held

passengers were bound this way and held tickets over the Lake Erie.

Traveling Passenger Agent L. M. Worden knows the ground well where the wreck eccurred. He thought this express train was ill-fated, as nearly all the accidents on the road happened to it. The road has a record of few wrecks, but each one is deadly and equal to a dozen ordinary accidents.

FEELING AGAINST M'GUIRE

burg Carpenters Hold Any.

PHILADELPHIA, July 3.-P. J. Mc-

Suire, General Secretary of the United

Brotherhood of Carpenters and Joiners of

America, was seen at his residence to-night

"Have you any reason to believe such a charge will be made?"
"No, sir."
"From what source must the charge come

o be answered by you?"
"From the District Council of Pittsburg.

"I was there about two weeks ago."

RECUPERATION - Octave Thanet

ng description of a charming resort. NEW ORLEANS GOING DRY.

scribes St. Andrews-by-the-Sea for reade of THE DISPATCH to-morrow. A charm

The Artesian Wells of, the City Suddenly

Stop the Supply of Water.

[SPECIAL TELEGRAM TO THE DISPATCH.]

Yesterday the Howard well, the first con-

structed here, and which has been steadily

flowing for six years, suddenly stopped.

Three other artesian wells in the

dozen others have been materially reducing their output. The decline seems to indi-

cate that the artesian well water supply has been exhausted. The wells are from 850 to 1,000 feet deep, and in all instances they af-forded an abundance of water, which has been largely used for drinking and manu-

acturing purposes.

The 60 wells have been so successful as to

create the hope that New Orleans would be

able in this way to correct its very defective water supply. The City Council decided several weeks ago to sink some public artesian wells. The Sanitary Association was also sinking some for the purpose of establishing public baths and to flush and week the streets and cutters. The sudden

wash the streets and gutters. The sudden exhaustion of the water will probably pre-vent any more being constructed for the present. No reason is assigned for the

DREW GETS THE BOUNCE.

Services Are No Longer Needed.

to his connection with the Keystone National Bank, of Philadelphia, and was

informed, it is said, that his services were

no longer required by the Government, but

whether he was dismissed or was allowed to

An official announcement on the subject

clude the correspondence on the subject.

A MYSTERIOUS TRAGEDY.

Found Floating in a Bay.

hall and his wife. The pair were last seen Wednesday, and their death is inexplicable

The President Goes to Cape May.

WASHINGTON, July 3 .- President Har-

rison left Washington at 9:40 this morning for Cape May. He was accompanied by

Postmaster General Wansmaker, Lieutena Barker, Miss Sanger (the President's ste

ographer and typewriter) and Mr. George W. Boyd, Assistant General Passenger Agent of the Pennsylvania Railroad Com-

False Economy

resign could not be learned.

present. No reason failure of the water.

vicinity have also ceased flowing and a

NEW ORLEANS, July 3.-The artesian

Secretary Doesn't Believe the Pitts-

see another sight like it.

The Express Train Was Ill-Fated.

Report More Than Midsummer Dullness in the State of Trade.

REPORTS FROM ALL BIG CITIES.

Decreased Business in Stocks Explains Smaller Clearings.

REPORTS FOR THE PAST SIX MONTHS

NEW YORK, July 3 .- Special telegrams to Bradstreet' record the evidence of a week broken by a holiday both in the United States and in Canada, which, occurring during the period of midsummer dullness, tends to still further restrict the volume of general business, except in a few staple lines. At Boston, Philadelphia, Memphis and San Francisco rather more than seasonable dullreported, which at the latter is inensified by excessive heat. At New York, Baltimore, Cleveland and Cincinnati the goods distributed has been of moderate proportions. Even those enterprising centers-Pittsburg, St. Joseph, Omaha, St. Louis, Kansas City, Chicago and Duluth-report trade as only fair, while St. Paul remains conspicuous for more encouraging reports. New Orleans,

Pig iron, anthracite coal, lumber, leather and tobacco have been in no better demand, and, except the latter, are taken for wants only, the tendency being for stock to increase and of prices moving toward heavi-

Small Business in Drygoods.

The volume of sales of staple drygoods, notions and clothing at Western centers has decreased. Print cloths are unchanged at bottom figures. Wool is more firmly held at the West, but the movement East is not seouraged by manufacturers, who are taking sparingly, prices for Ohio and Michigan fleeces being 26.5 cents below quotations a year ago and the market not active.

isiana sugar and cane crops are imroved. The Texas oat crop promises to be heavy one, and late accounts from Kansas. Minnesota, the Dakotas, Iowa and Nebraska are very favorable for wheat. San Francisco is shipping freely of wheat, flour and rovisions to Ecuador and Peru, which have cretotore relied upon Chile for those supolies. Cotton and rice are featureless, Several of the larger Western iron and steel manufacturing concerns have shut down rather than sign the modified wage scale proposed by their employes.

Wall street has experienced a tangible

renewal of speculative activity, and some-thing of an improvement in share values. Covering by the short interest was the main factor, but European -buying ap-

In spite of gold exports aggregating \$2,700,000, Europe seems inclined to take a favorable view of the situation, while a sharp decline in exchanges encourages the

Railroad interests take a very favorable view of the outlook which affects the spec-ulative community. Money at New York remains very easy on call, but is firm and scarce for extended time loans on intima-tions that the amounts of gold lately shipped to France are to be returned. The bank clearings totals at 57 cities for

six months of the year equal \$26,000,000,000 -fully \$3,000,000,000 less than in the six months of 1800, a decrease of 10 per cent, Of this \$3,000,000,000, New York City's crease alone accounted for nine-tenths of at sum, more than one-half of which was ine to decreased transactions at the New York Stock Exchange.
There were nearly 11 per cent more busi-

Western States, largely among banks, bankers and investment coies, and to some extent among manuacturers and dealers in iron pipe, woolens,

The Stocks of Wheat Decreasing.

Available stocks of wheat in the United States and Canada July 1 were about 23,-000,000 bushels, which, with invisible stocks in the United States, indicate a total reserve not to exceed 33,000,000 bushels, the smallest at a like date for nine years. The ooth coasts of the United States this week equal 2,221,887 bushels, against 1,906,411 trial, tending to show the movements of bushels last week and 1,200,831 bushels in the week ending July 31, 1890. The prices of the wheat and flour have advanced on renewed export demand and speculative mitted. I do not say that he is the London equal 2,221,897 bushels, against 1,906,411 Wheat crop prospects in the Dominion of

Canada continue very favorable, and exert an influence on general trade which has heretofore been slow and depressed. Busi-ness failures in the Dominion, including those for Newfoundland, increased 127, or 14 per cent, in six months of 1891 over 1890, and the increase of liabilities was \$1,478, 286, or 20 per cent. The increase in num-ber and in debts of failing traders is to be credited largely to the Province of Quebec R. G. Dun & Co.'s Version.

R. G. Dun & Co.'s weekly review will say: Everything waits for the crop. It is, therefore, of the first importance that the crop prospects have never been more uni-formly satisfactory at this season. In other respects the general outlook is unchanged. While the volume of business represented by clearing house exchanges outside of New York is about 9 per cent less for the last week of June, and about 10 per cent less for the month than last year, there is revailing confidence in the speedy recov

Reports in the interior ports show a fair, but in many respects, a waiting trade. On the whole, there is a better demand for mill ron at l'ittsburg, where the glass works have closed for the summer. At Cleveland drygoods, shoe, clothing and grocery trades improve, and manufactured iron is in good machinery lines are quite active, but at De-troit wool moves slowly, holders waiting

lust year's, and receipts of wool and hides nearly double, increased in butter and flour, but a lose of one-half in cured meats and dressed beef; of two-thirds in lard; of quarter in corn and cheese, and some decrease in onts, barley and rve. The day goods trade equals last year's, with prompt ayments, while trade in clothing and shoes

ch exceeds last year's. At Western and Southern Points.

At St. Louis trade improves slightly. Staple groceries are active, and confidence grows as the harvest answers estimate. At St. Paul a gratifying increase in the handling of cattle is noted, and strong confidence beeause of marked improvement in crop pros-pects there, at Milwaukee and at Omaha. Trade is dull at Nashville, holding up fair-ly at Savaunah, sluggish but strengthening at Memphis, as crop prospects there im-prove, and larger at Jacksonville, where vegetables are moving in large quantities. Trade is seasonably dull at New Orleans, but refined sugar is active, with large sales

of German granulated.
It is the dull season in iron, many mills having closed for the usual vacation, and, while prices are generally a shade higher checks purchases. Structural and plate iron is fairly active, but of sales none are noted, and shipments for the half year are placed at 450,000 tons, against 715,000 last year

Cont has been advanced by dealers, but the independent operators make no change. Tin is lower at \$20.40, and copper at 12%, cents for lake, with lead in moderate de-

Sales of wool at New York, Poston, Phil-

BRADSTREET AND DUN adelphia and Chicago for the year thus far aggregate 133,144,126 pounds, against 124,-312,059 pounds last year, with some increase in domestic, but a larger increase in forin domestic, but a larger increase in for-cign. In drygoods the market is still wait-ing, and fine worsteds are held back. In dressgoods the purchases of fine foreign qualities appear to equal last year's, while the lower force grades are shut out, but of some grades considerable quantities yet re-main in the market, which were purchased last year on speculation.

ast year on speculation.

Breadstuffs, Cotton and Money. Breadstuffs have not been especially acactive, though wheat declined below \$1 a bushel, rising again a little within the past few days, and corn and oats are also slightly strong, and cotton is unchanged, with standard improved crop prospects. The domestic options exceed last year's by about \$2,000,000, and the course of the market favors a heavy movement in breadstuffs.

paid out only as much money as it has taken in, though disbursements for July have not yet been reckoned out. The money markets appear, on the whole, a little less easy, though the rate on call here has ranged during the past week between 2 and 3 per cent. Somewhat more demand appears at Boston, and there is a shade of stringency at Buffalo. The demand at Cleveland is active, and the market is close at Cincinnati, strong at 7 per cent at Detroit, well supplied at 6, but with nothing for speculation at Chicago, and a little easier at St. Louis. Stringency still ap-pears at a few Southern points, but at New Orleans the supply is very fair, though the market is firm.

FRENCHY FOUND GUILTY.

BUT IT IS ONLY FOR MURDER IN THE SECOND DEGREE.

in the Alleged Jack the Ripper Case-The Closing Scenes of the Remarkable

"SPECIAL TELEGRAM TO THE DISPATCH." NEW YORK, July 3 .- To-night the jury in the case of the people against Ameer Ber Ali, George Frank, or Frenchy, returned to the courtroom after an absence of two hours with a verdict of murder in the second degree. It fastened the butchery of old Shakespeare upon the prisoner, and doomed him to imprisonment for life. The jury came in at 7:15 o'clock, and were followed by Inspector Byrnes and Mr. Nicolls. "Gentlemen," said the clerk, "have you

agreed upon a verdiet?"
"Yes, sir," said Foreman Joseph Bart-"Do you find the defendant guilty or-"

"Guilty of murder in the second degree," said the foreman before the Clerk of court had time to finish. The faces of the Inspector and District

The faces of the Inspector and District Attorney, the lawyers for the defense, all expressed disappointment. Frenchy looked inquiringly, but not eagerly about and seemed puzzled. He continued to look from the silent attorney at his side to the faces of the jurors while the jury was polled. Then Recorder Smyth said: "The thanks of the court and of the community are due to you, gentlemen of the jury for the part you have performed Covering by the short interest was main factor, but European buying apparently gave the needed encouragement to in this trial. You have been intelligent, faithful and I believe have rendered a ver-dict in a satisfactory manner. You have discharged your duty I think with justice. You are discharged."

Although court had not adjourned all crowded around Frenchy and his lawyers.

Mr. Sultan, the interpreter, forced his way through the crowd and said something in Arabic to Frenchy. Then Lawyer Friend asked: "Mr. Sultan, have you told him?"
"I told him he was guilty," said Sultan.
"You had better wait awhile before you tell him the full verdict," said Friend. But

Sultan said to him, "You are guilty in the "Will they hang me?" asked Frenchy. "No; you will go to prison for a long

He seemed neither elated nor cast down, and when his guard touched him on the shoulder he shambled toward the back of the room with no change of face or gait. At the far end of the room he turned, looked There were nearly 11 per cent more business failures in six months of 1801 than in a like portion of 1800, while the increase of tered something about "Allah." Whether it was a curse or a prayer no one knows, Lawyer Friend asked that he be remanded until Friday next for sentence, and the Re-

corder so remanded him. Inspector Byrnes expressed disappointment at first. He said in the courtroom: "The man deserved to die, and has escaped his deserts.

"Do you think Frenchy and the London ripper are the same person?"

"I must hesitate to express an opinion on that point, but I had considerable documentary evidence, which it was not necessary to introduce on the

Ripper, but this has a tendency to indicate

from Chile to THE DISPATCH about the farming possibilities in that country. Sketches of rural life. See to-morrow's big

that he may be.'

A DUEL WITH SWORDS

Between New Orleans Editors Spolled by the Police of That City.

[SPECIAL TELEGRAM TO THE DISPATCH.] NEW ORLEANS, July 3 .- The police spoiled a duel between editors this evening, by the arrest of one of the principals. The Mascot newspaper, of this city, recently spoke disrespectfully of the Creole population, and the slur was taken up by L' Orleans, a French journal. As a result of the controversy W. Carruthers, editor of the Mascot, challenged L. P. Bonby, editor of L'Orleans, Abita Springs was selected as the place of meeting. Mr. Carruthers and his seconds

meeting. Mr. Carruthers and his seconds went to Abita Springs yesterday. Mr. Bonby was leaving this morning when he was arrested by the police. The duello has gone almost entirely out of favor here in the settlement of journalistic differences, and this is the first for several years that an attempt has been

JUDGMENTS FOR \$169,284

Entered Up Against the Dynamite Gun Company in New York.

made to resort to the code.

[SPECIAL TELEGRAM TO THE DISPATCH.] NEW YORK, July 3 .- Seven judgments, aggregating \$169,284, were to-day entered against the Pneumatic Dynamite Gun Company, of 71 Broadway. The largest one is for \$124,597 in favor of the William Cramp & Sons Ship and Engine Building Company, being for work done and material supplied between October, 1887, and April 30, 1891, and a balance of \$2,150 due on work done on the dynamite gun cruiser

Vesuvius. The company's annual report, dated Jan uary 8, said the debts did not exceed \$70,-600. The trustees were Richmond Kingmans, George E. Williamson, J. B, Yale, DeB. Wilmot and the President, S. D.

4th of July. Hendricks & Co.'s photograph gallery open all day. Your picture handsomely framed given away with every dozen. Cab-inets \$1. No. 68 Federal street, Allegheny.

Pitts. & Castle Shannon R. R. Will run trains every hour on July 4 to pienie Council 133, Jr. O. U. A. M.

Fourth July Photograph Aufrecht & Co.'s gallery open all day for business. 516 Market street.

AWOKE TO DIE

Continued From First Page.

shot from the wheels like a Fourth of July

shot from the wheels like a Fourth of July celebration. He whistled several times sharp and shrill for down brakes.

"The next thing I knew the engine was crashing into the day coach. I ran around to the Pullman next to the excursionists' coach. A lady's face was at the third window. I snatched up a stick, broke the glass and pulled her out. Her husband stood by dressing. He was very cool and didn't even dressing. He was very cool and didn't even thank me. I went to the further end of the ame Pullman and saw the colored porter

wielding an ax.
"I asked a little boy who stood near if he would boost me into the car window. Hur-rying to where the porter stood, I found him with his white jacket besmeared with blood. At first I thought he was seriously hurt, and asked him if I could do anything

"'Lend a hand here, for God's sake,' he said, 'and get this woman out before she burns to death.'

A Vain Effort at Rescue "I then saw that the part of the coach at "I then saw that the part of the coach at which he was chopping was the ladies' toilet room, and that a woman was wedged in there. She was screaming pitifully, and begging the porter to save her life. He was cutting away at the timbers, but apparently made no progress. I opened the next window and snatched up a sheet and pillow, at the same time calling upon the boy to dip them in water. I then wrapped the sheet about my head, for the fire was getting fearfully hot, and threw the other end over the woman.

woman.

"Tear off my dress and corset,' cried she;
"it's my corset holding me!"
"I tore the clothes from her body, but could not pull her out. The porter kept on chopping, but it did no good. At last, when he could stand the heat no longer, he has the my my dropped his ax and ran. By this time my body began to feel like a blister. I was nearly suffocated with smoke, and seeing that I could not save the woman I jumped from the window and had to see her burned to death before my eyes.

Horrible Sights of the Rear Coach. "Then I went back to the rear coach, where the engine had plowed clear through. Never did I see such a sight. Half a dozen bodies had been jammed between the forward part of the engine and the coach and hung down bleeding and burning from the boiler and the smokestack. One fellow gried out to a companion.

cried out to a companion:
"'Quick, Paddy, pull me down.' I got up
by him and pulled at him, but couldn't move him. I turned away.
"For God's sake don't leave me,' he

called.

"I went at it again, but he was fast in the timbers. I almost fainted as I pulled at him. It was no use. Such cries of agony as came from the poor fellow! The fire got hot around me, and in a few minutes I saw the bodies dropping down, black and charred, the heads of some of them burned completely off. I have seen sickening sights. completely off. I have seen sickening sights, but that was the hardest of all."

SAD SCENES AT CORNING.

FIFTY FAMILIES IN MOURNING THERE FOR THE VICTIMS.

Returning Glassblowers-A Terrible Scene When News of the Disaster Was Received in the Town.

[SPECIAL TELEGRAM TO THE DISPATCH.] CORNING, N. Y., July 3 .- The 16 people killed and burned up in the railroad wreck at Ravenna, O., this morning were all from this city. Last December the glassworkers in the Corning Glass Company's factory struck because the company refused to recognize their union and had discharged a number of workmen, as the latter claimed, because they were union men. The strikers number about 400. A great many of them

number about 400. A great many of them subsequently found employment in glass factories at other places, a large number going to Findlay, O.

The summer vacation time for glass factories having arrived, 40 of the Corning glass blowers in Findlay, their families still being in this city, hired a special car to come home in to spend their vacation. It was this car that was wrecked and burned at Ravenna this morning. The first news of the casualty reached this city about 11 o'clock this morning. A large crowd of people, friends and relatives of the returning glassblowers, had assembled at the Erie depot to give them a great welcome.

depot to give them a great welcome.

A telegram to T. N. Hollingsworth, of the glassblowers' local union, sent by Thomas McMahon, one of the men on the special car, announced the wreck at Ravenna and the death of 16 of the Corning people. and the death of 16 of the Corning people. In a few minutes the city was wild with excitement, and all day the streets have been thronged with people waiting anxiously for details of the disaster.

The train on which the returning glass-blowers were reached here at 4 o'clock. It

was impossible to get within a half block of the Erie depot so dense was the throng of excited people, many of whom had sons and brothers on the fatal car, filling the air with their lamentations. Three young men who had escaped on the wrecked car, Bert Humphrey, John O'Hare and James Durkin, came on the train. O'Hare's partner, William Kane, was burned to a crisp at his side, and his own clothing was afire before he managed to free himself and escape. More than 50 families in this city are in mourning for victims of the disaster.

CHAUTAUQUANS IN PERIL.

Many of Them Were in the Wreck and Had Some Hairbreadth Escapes, [SPECIAL TELEGRAM TO THE DISPATCH.]

CHAUTAUQUA, N. Y., July 3.-A num ber of Chautauquans were caught in the terrible wreck on the Erie railroad this morning at Ravenna, where the 20 glass-blowers were killed. One Chautauqua lady made a very narrow escape, crawling out of the window of a Pullman carjust as it had caught fire. A party of six cottagers, at the "Golden Rod" cottage here, made a hairbreadth escape from instant death. They gave graphic accounts of the disaster, and say that the agonizing cries of the imand say that the agonizing cries of the imprisoned passengers were something terrible.

The Chautauquans say that the destruction of the Pullman car could have been easily avoided and its burning prevented.

One Chautauqua passenger, whose name could not be learned, reached Lakewood, six miles from here on the lake, seriously injured internally and had to be carried to the hotel by two men.

GENERAL MILES ON BOARD. He and Captain Huggins, However, Escaped

Uninjured. CHICAGO, July 3 .- When the news of the wreck of the express train on the Eric Railroad at Ravenna reached the city this morning, grave fears were expressed at army headquarters for the safety of General Nelson A. Miles and Captain E. L. Huggins, Assistant Adjutant General and Chief of Staff, who were known to be on the train. They were on their way to Buffalo, where a reunion of the Army of the Potomac is being held to-day. The following telegram, however, was received at noon:

MEADVILLE, PA., July 8. Neither General Miles nor myself are in-ured. E. L. Huggins.

FINDLAY IN MOURNING. A Number of Glass Workers of That Town

Among the Victims. [SPECIAL TELEGRAM TO THE DISPATCH.] FINDLAY. July 3.-There is great sorrow here to night among the families and friends of the unfortunate glass workers killed and

wounded in the terrible railroad disaster at Ravenna yesterday morning.

The car which was telescoped left this city carrying 56 of the employes of the Richardson Glass Factory on an exoarsion to their old home at Corning, N. Y. A brighter and happier party never left this

city. Many of the dead will be brought | LESSONS IN HISTORY

WORST IN HIS EXPERIENCE. The Principal Feature of the Chau-WHAT AN OLD CONDUCTOR SAYS tauqua Assembly Work.

HAMILTON'S FINANCE MEASURES.

How the First Secretary of the Treasury Duped Jefferson.

CHAUTAUQUA SALÜTE FOR A HEROINE

Parsons last evening on his arrival at the Union depot, "but the dreadful accident at Rayenna is the worst accident at Ravenna is the worst I ever looked at. Two coaches and a Pullman car were smashed to pieces and then burned up; only the iron frames of the coaches remain. Scarcely any of the passengers escaped. There are people killed in that wreck who will never be identified, and if they have any friends they will wonder what became of them. I am told that the cowardly flagman after the accident fled to the woods, and hasn't been seen since. A squad of officers is looking for him. It is useless to try to describe the scene. It beggars description." [SPECIAL TELEGRAM TO THE DISPATCH.] CHAUTAUQUA, N. Y., July 3.—The delightfully cool weather of the past few days has led many Chautauquans to come here earlier than usual, in order to enjoy the enefits of pleasant and comfortable traveling. As a consequence, the lake steamers and railway trains landed cottagers and students by the hundreds to-day. All the stores and shops are now open, and nearly all the heads of several departments of the beggars description."

F. E. Randall, general agent for the Detroit and Cleveland Navigation Company, reached the city last evening. He passed through Ravenna during the day and saw the wreck from the car window. He agreed with what Conductor Paysons said and be summer schools are on the grounds. The enrollment of students is unprecedented this year.

The treat of to-day was the historical lecture of Prof. Woodburn, of the Indiana State University, on the "Financial Measures of Hamilton," before a large and attentive audience, made up mostly of teachers and college students. Prof. Woodburn showed first what an important thing the financial system of a country is and said that three times in our history it took precedence of the State Department, and these, too, in great crises, when Hamilton, Gallatin and Chase were respectively Secretaries of the Treesury. taries of the Treasury.

The Watchword of Han "Public faith" was Hamilton's watchword, and he was the father of the American sys-tem of the tariff, being the first to favor an import tax for revenue. The speaker then showed in order Hamilton's seven great propositions, which were subsequently acted

They were: First, full payment of the foreign debt; second, funding of the domestie debt; third, no discrimination between olders of Government securities; fourth, ssumption of State debt; fifth, the excise tax; sixth, the tariff for revenue; seventh, the first United States banks. Prof. Woodburn gave a charming account of the first political bargain, which occurred at Jefferson's dinner party, through which Jefferson secured the locating of the Federal capital at the city of Washington, and Hamilton secured the passage of his bill for the assumption of the State debts.

Jefferson Was Duped. Jefferson afterward said that he had been duped in this political "deal" by Hamilton, who seems to have been very far-sighted and succeeded in getting his Southern friend to indorse centralization.

This course in American history is becom-

in regard to the report that considerable feeling had been worked up among the striking carpenters of Pittsburg on account of his inactivity in supplying them with sufficient funds to carry on the strike.

Mr. McGuire said: "I have received no official notification of any such charge, and I will say nothing until it is brought against me officially."

"Have you any reason to believe such a This course in American history is becoming quite popular and it is quite refreshing to see the large number of notebooks and pencils employed by ladies of all ages, from the summer girl to the spectacled spinster.

Mrs. Charles Waldo Richards, of Buffalo, gave another of her pleasant readings at 4 P. M. in the amphitheater before a large audience. Mrs. Richards narrowly escaped being burned alive this week in Buffalo by her house catching fire, in attempting to being burned alive this week in Buffalo by her house catching fire, in attempting to resoue her two little boys. She was severely burned and her face shows how painfully near she came to death's door. In honor of her heroism and pluck in coming here, Chancellor Vincent requested the audience to give her the Chautauqua salute, the first of the season. The vigorous fluttering of white handkerchiefs showed that every-pody fully appreciated the courage of Mrs. The Council met on last Tuesday evening and took no such action. It will meet again on next Tuesday evening."

"Have you been in Pittsburg during the Mr. McGuire said that he had received a letter from the Pittsburg Council, but he refused to state what information it contained. He also admitted that he had been body fully appreciated the courage of Mrs. Richards.

awaiting a telegram all afternoon and even-ing in regard to a committee meeting of the Council held yesterday, but aside from this he would say nothing. To-night Prof. Williston, of Chicago, gave a very interesting lecture on "The American Revolution," and illustrated his remarks by some beautiful stereopticon views. He successfully inspired Chautan-quans for a due and proper consideration of the "Glorious Fourth" to-morrow.

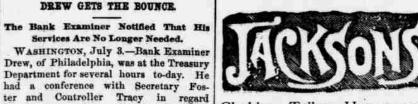
The department of physical education opens on Monday and will be one of the leading attractions of Chautauqua. W. S. Maltly, the champion bicyclist, will run the bicycle school, and A. A. Stagg, the veteran baseball player, will organize several nines. The ladies' normal class will adopt the new style of costume for their work, the divided skirt being required and the old style gar-ter being abolished, Dr. W. G. Anderson, of Brooklyn, will wells of this city are rapidly going dry.

organize two six-oared crews, which will entertain Chautauquans with beat racing of the lake during the progress of the Assem

ANTI-BILIOUS MEDICINE. Elegantly sugar coated. Dose small. Price 25 cents. Office, 39 & 41 Park Place, N. Y. je29-rrssu

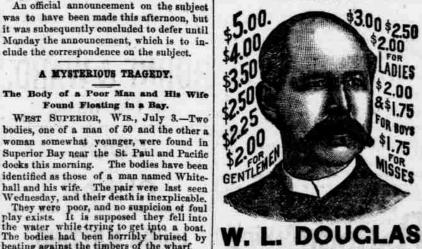
TAILORING! ARTISTIC TAILORING

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954 AND 956 LIBERTY ST.



They were poor, and no suspicion of foul play exists. It is supposed they fell into the water while trying to get into a boat. The bodies had been horribly bruised by beating against the timbers of the wharf.

\$3 SHOE and other special-ties for Gentlemen, Ladies, etc., are warranted, and so stamped on bottom. Address W. L. DOUGFAS, Brockton. Mass. Sold by D. Carter, 71 Fifth av. J. H. Frohring, 389 Fifth av. H. J. & G. M. Lang 4501 Butler st E. C. Sperber, 1820 Carson st. Henry Rosser Allegheny. E. G. Hollman, Allegheny.

1y4-1-rrs FOR TOURISTS!

PEGLASSES 544 ORDERS

NEW ADVERTISEMENTS

A WOMAN BEST UNDERSTANDS A WOMAN'S ILLS. The experiments of Lydia E. Pinkham that years ago gave to the world that blessing, the Vegetable Com-pound, were made through a feeling of sympathy for the afflicted of her sex. She discovered that nearly all the diseases of woman have a common origin, and therefore may have a com-mon cure. That cure is known in all parts of the civilized world, and an average of 100 letters per day are re-ceived from grateful women.

LYDIA E. PINKHAM'S Compound is sold by all Druggists as a standard article, or sent by mail, in form of Pills or Lozenges, on receipt of \$1.00. Send stamp for "Guide to Health and Etiquette," a beautiful illustrated book.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maisdies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—Civil Service Gasette.

Made simply with boiling water or milk. Sold only in half-pound tins, by grocers, labelled thus: JAMES EPPS & CO., Homcopathic Chemists, London, England.

my16-50-rus

A YOUTHFUL SUFFERER.

WAS ONE OF SUFFERING, IS NOW ENJOYING GOOD HEALTH.

GOOD HEALTH.

Parents never speak with more interest and enthusiasm than when they are talking about their children. If the children are afflicted with any physical trouble no pains are spared by the parents to alleviate, if possible, their pangs. Their pains once subdued, and their aliment cured, their benefactor receives not only the hearty thanks of the parents but the sincere appreciation and thankfulness of the little ones.

The little miss whose picture appears below is a daughter of Mr. J. J. Braun, who resides at No. 1333 Fourteenth street, Sharpsburg.



Leona Braun, Aged 10.

This is the story of the child's sufferings and cure as told by her parents:

"Ever since her babyhood she was troubled with earache and headache. The wasalways complaining and never had a well day. Her nostrlis would clog up with a tough tenacious mucous that she would almost suffocate for want of breath during sleep at night. She complained of pains in her chest and limbs, and her throat was sore nearly all the time. She grew feeble and thin till at last we had almost given up hope of her ever being a healthy child. Since taking Dr. Byers' treatment her recovery has been both rapid and wonderful. Her troubles have all disappeared, and those who now notice her oright eyes and rosy checks would scarcely recognize in her the same frail, pallid child of six months ago."

Another Remarkable Cure.

Another Remarkable Cure. Another case is that of a young lady of West Newton, Pa., who was so reduced that Dr. Byers hesitated to assume the responsibility of her case. She gained Il pounds the first 18 days under his home treatment. He has not asked the privilege to publish the name of this patient, but it can be verified on application at his office.

\$5 A MONTH TREATMENT,

CONTINUED UNTIL SEPTEMBER 1. Owing to the prolongation of the carpenters' strike and the disturbance it has caused in both labor and financial circles, Dr. Byers has decided to extend the term of \$5 a month treatment, furnishing all medicines, until September 1. This will afford another opportunity to those who suffer from the various catarrhal aliments to receive treatment and medicines at a mere nominal sum. ous catarrhal ailments to receive treatment and medicines at a more nominal sum. Parties taking treatment before that time will be treated at the same fee until cured.

Dr. Byers gives his personal attention to all diseases of the eye, ear, nose, throat and lungs. All nervous diseases, skin diseases, ezzema. hives, pimples, blotches, etc., blood diseases, scrofula, rheumatism and all kidney and bladder troubles successfully treated by an experienced associate specialist.

Office, No. 421 Penn ave. Established 1885. Hours: 9 a. m. until 4 r. m., and 7 r. m. till 8 r. m. Sundays, forenoon only. jy4-ssu FEICK BROS., SURGICAL INSTRUMENT ESTABLISHMENT. ESTABLISHMENT.
Specialties: Scientific fitting
of TRUSSES, appliances for
DEFORMITY and ARTIFICIAL LIMBS. Largest stock
of surgical instruments in
Western Pennsylvania. Large
illustrated catalogue free to
mhis-99-77880

RAILROADS.



md :4:15 p. m. Washington, Pa., 7:20, 58:20, 19:30 a. m., For Cincinnati and St. Louis, 7:20 a. m. 7:45 p.

For Cincinnati and St. Louis, 7:29 a. m. 7:48 p. m.
For Columbus, 7:20 a. m. 7:45 p. m.
For Newark, 7:20 a. m. 7:45 p. m.
For Newark, 7:20 a. m. and 7:55 p. m.
For Chicago, 7:20 a. m. and 7:55 p. m.
Trains arrive from New York, Philadelphia, Baitimore and Washington, 7:20 a. m., 7:25 p. m.
From Columbus, Cincinnati and Chicago, 7:23 a. m., 7:25 p. m.
Penny, 2Dully except Samstay, Ganday only, 15-my, 2Dully except Samstay, Ganday only, 15-my, 2Dully except Samstay, Parior and sleeping ears to Baitimore, Washington, Cincinnati and Chicago,
The Pittaburg Transfer Company will call for and check baggage from holes and residences upon orders left at B. & O. ticket office, corner Fifth avenue and Wood street, or 461 and 620 Smithhaid street.

KAUFMANNS CLOSED TO-DAY.

FOR A GENUINE SURPRISE

READ KAUFMANNS'

ANNOUNCEMENT

IN TO-MORROW'S--SUNDAY'S--DISPATCH

CLOSED TO-DAY. KAUFMANNS'

PENNSYLVANIA RAILROAD. Schedule in effect 12:01 p. m., June 7, 1891.

Trains will leave Union Station, Pittsburg,
As follows (Eastern Standard Time): MAIN LINE EASTWARD,

MAIN LINE EASTWARD,

New York and Chicago Limited of Pullman Vestibule Cars daily at 7:15 a. m., zeriving at Harrisburg at 1:35 p. m., Philadelphia 4:35 p. m. New York 7:30 p. m., Baltimore 4:49 p. m., Washington 5:35 p. m.

Reystone Express daily at 1:20 a. m., arriving at Harrisburg 8:25 a. m., Philadelphia fl:25 a. m., New York 2:00 p. m., Philadelphia fl:25 a. m., Atlantic Express daily at 3:20 a. m., arriving at Harrisburg at 19:30 a. m., Philadelphia 1:25 p. m., New York 4:00 p. m., Baltimore 11:5 p. m., washington 2:25 p. m.

Mail train daily, except Sunday, 5:30 a. m., arriving at Harrisburg at 7:50 p. m., Philadelphia 1:25 p. m., Baltimore 10:40 p. m., Sunday Mail 6:40 a. m.

Day Express daily at 8:00 a. m., arriving at Harrisburg at 5:00 a. m., arriving at Harrisburg at 7:00 p. m., arriving at Harrisburg at 7:00 p. m., Philadelphia 1:25 p. m., Baltimore 10:40 p. m. 10:39 p. m., Baltimore 10:40 p. m. Sunday Mail 5:40 a. m.

Day Express daily at 8:00 a. m., arriving at Harrisburg 3:20 p. m., Philadelphia 5:50 p. m., New York 9:35 p. m., Baltimore 6:45 p. m., Washingston 5:15 p. m.

Mail Express daily at 12:30 p. m., arriving at Harrisburg 10:50 p. m., connecting at Harrisburg with Philadelphia Express.

Philadelphia Express daily at 4:20 p. m., arriving at Harrisburg 10:30 a. m., Philadelphia 4:25 a. m., and New York 7:40 a. m.

Eastern Express at 7:15 p. m. daily, arriving Harrisburg 2:25 a. m., Baltimore 6:20 a. m., Washington 7:20 a. m., Philadelphia 5:25 a. m., and New York 9:20 a. m., Philadelphia 5:25 a. m., New York 9:20 a. m., Philadelphia 6:50 a. m., New York 9:20 a. m., Philadelphia 6:50 a. m., Washington 7:30 a. m., Raltimore 6:20 a. m., Washington 7:30 a. m., Raltimore 6:30 a. m., Washington 7:30 a. m., Raltimore 6

borg 2:39 a. m., Fallimore 5:30 a. m., Washington 7:30 a. m.
All through trains connect at Jersey City with
boats of "Brooklyn Annex." for Brooklyn, N. Y.,
avoiding double ferriage and journey through New
York City.
Johnstown Accom., except Sunday, 3:40 p. m.
Greensburg Accom., 11:15 p. m. week-days, 10:30
p. m. Sundays. Greensburg Express 5:10 p. m.,
except Sunday. Derry Express 11:20 a. m., except Sunday. Derry Express 11:20 a. m., except Sunday.
Wall's Accom. 6:00, 7:20, 9:50, 10:30 a. m., 12:15,
2:00, 3:30, 4:55, 5:40, 6:25, 7:40, 2:40 p. m. and 12:10
a. m. (excent Monday). Sunday, 10:30 a. m.,
12:25, 2:30, 5:30, 7:20 and 9:40 p. m.
Wilkinsburg Accom. 6:10, 6:30, 7:20 a. m., 12:01,
4:20, 4:25, 5:20, 5:20, 5:50, 6:10, 10:10 and 11:40 p. m.
Braddock Accom. 5:30, 6:55, 7:45, 8:10, 9:30, 11:15
a. m., 12:30, 1:52, 2:50, 4:10, 6:00, 6:25, 7:20, 8:25,
8:00 and 10:45 p. m. week days. Sunday, 1:49 and 4:25
p. m. week days

MONONGAHELA DIVISION.

ON AND APTER MAY 25, 1891.

WEST PENNSYLVANIA DIVISION. rom FEDERAL STREET STATION, Allegheny

City: For Springdale, week days, 6:20, 8:25, 8:20, 10:40, 11:50 a, m., 2:25, 4:19, 5:00, 8:05, 6:20, 8:10, 10:30 and 11:40 p, m. Sundays, 12:35 and 8:20 p, m. For Butler, week days, 6:25, 8:50, 10:40 a, m., 3:15 and 8:05 p, m. For Freeport, week days, 6:55, 8:50, 10:40 a, m., 2:15, 4:19, 5:26, 8:10, 10:20, and 11:40 p, m. Sundays, 12:35 and 8:20 p, m.

LLEGHENY VALLEY RAILROAD-A L. L. E. G. H. E. N. Y. VALLEY BAILBOAD—
A Trains leave Union station (Eastern Standard time): East Brady Ac., 6:55 a. m.; Niagara Ex., daily, 8:26 a. m.; Carriving at Buffalo at 5:45 p. m.); Kittanning Ac., 8:05 a. m.; Valley Camp Ac., 10:15 a. m.; Valley Camp Ac., 10:15 a. m.; Valley Camp Ac., 10:16 a. m.; Valley Camp Ac., 10:16 a. m.; Gil City and DuBois Express, 1:20 p. m.; Walley Camp Ac., 2:25 p. m.; Kittanning Ac., 8:50 p. m.; Braebura Ex., daily, 8:45 p. m.; Enclored Ex., daily, 8:45 p. m.; Griving at Buffalo 7:20 a. m.; Hulton Ac., 9:30 p. m.; Valley Camp Ac. 11:30 p. m. Church trains—Emication, 9:05 a. m.; Kittanning, 12:40 p. m.; Braebura, 9:05 a. m.; Chiman Parior Cars on day trains and Steephe Chantanqua and Buffalo. 48. p. A. N. IEEESON, G. T. Agi.; DAVID MCCARGO, Gen. Supt. PITISBURG AND WESTERN RAILWAY-

From Pittsburgh Union Station. Trains Run by Central Time.

outhwest System-Pan-Handle Route Depart for Columbus, Cincinnati, Indianapolis, St. Louis, points intermediate and beyond: *1.15 a.m., *7.00 a.m., *8.45 p.m., *11.15 p.m. Arrive from same Depart for Columbus, Chicago, points intermediate and beyond: *1.15 a.m., *6.00 a.m., *5.55 p.m.

Depart for Columbus, Chicago, points intermediate and beyond: *1.15 a.m., †12.06 p.m. Arrive from same points: *2.10 a.m., †3.05 p.m. Northwest System-Fort Wayne Route Depart for Chicago, points intermediate and beyond: *8.55 a.m., *7.10 a.m., *12.29 p.m., *1.40 p.m., 11.20 *8.55 a.m., *7.10 a.m., *12.25 p.m., *12.55 a.m., 112.40

p.m. Arrive from same points: *12.05 a.m., §12.40 a.m., *6.35 a.m., *6.00 p.m., *6.50 p.m. The Philadeiphia and New York Limited departs for Chicago *8.55 p.m. Arrives from Chicago *8.60 p.m. **9.00 p.m. Depart for Cleveland, points intermediate and beyond: †6.10 a.m., *7.10 a.m., †12.45 p.m., **11.05 p.m. Arrive from same points: *5.50 a.m., †2.15 p.m., *6.00 p.m., †7.00 p.m.

Pullman Sleeping Cars and Pullman Dining Cars run through, East and West, on principal trains of both Systems. of both Systems.

Time Tables of Through and Local Accommodation Trains of either system, not mentioned above, can be obtained at 110 Fifth Avenue and Union Station, Pittsburgh, and at principal ticket offices of the Pennsylvania Lines West of Pittsburgh.

*Dally, 'Er. Sunday, IEr. Saurday, 'Er. Monday, JOSEPH WOOD, E. A. FORD, General Manager, General Passenger Agent, PITTSBURGH. PENN'A.

PITTSBURG AND LAKE EHIE RAILROAD, central time—F. & L. E. R. R. Depart—For Cleveland, 4:30, '8:00 a. m., '1:30, 4:20, '9:45 p. m. For Clincinnait, Chicago and St. Louis, 4:39 a. m., '1:50, 4:25, '9:45 p. m. For Sainmanas, '8:00 a. m., '1:30, '9:45 p. m. For Sainmanas, '8:00 a. m., '1:30, '9:45 p. m. For Sainmanas, '8:00 a. m., '1:30, '9:45 p. m. For Youngstown and New Castle, 4:24, '8:00, 9:55 a. m., '1:30, '9:40, '9:45 p. m. For Heaver Fails, 4:30, 1:00, '8:00, 9:55 a. m., '1:50, 3:30, '4:20, 5:31, 4:30, 1:30, '8:30, 9:55 a. m., '1:50, 5:30, 5:35, '6:55, 7:50, 7:30, 5:30, 8:30, 8:35, '9:10, 9:35 a. m., 12:10, 12:35, 1:30, 1:35, 3:32, 4:25, 4:30, 4:35, 5:20, '5:30, 12:35, 1:30, 1:35, 1:30 p. m. ARRIVE—From Cleveland, '8:50 a. m., '1:20, p. m. From Saismana, '10:20 a. m., '1:20, p. m. From Saismana, '10:20 a. m., '1:20, p. m. From Saismana, '10:20 a. m., '1:20, 7:30, p. m. From Saismana, '10:20 a. m., '1:20, 7:30, p. m. From Saismana, '10:20 a. m., '1:20, 7:30, p. m. From Saismana, '10:20 a. m., '1:20, 7:30, 1:35, 7:30, 1:35, 5:40, 7:30, 1:35, 5:40, 7:30, 1:35, 5:40, 7:30, 1:35, 5:40, 7:30, 1:35, 5:40, 7:35, PITTSBURGH, PRNN'A.

City theket office, 620 Smithfield street.

PITTSBURG AND CASTLE SHANNON R. R.—
Summer Time Table. On and after June 7,
1801, until further notice, trains will run as forlows on every day, except Sunday. Eastern
at andard timer. Leaving Pittsburg—6:22 a. m. 7:15 a.
m. 8:00 a. m. 9:25 a. m. 11:30 a.m. 1:45 p. m. 1:30 p. m.
5:10 p. m. 3:35 p. m. 6:30 p. m. 4:60 p. m. 1:50 p. m.
10:25 a. m. 1:00 p. m. 5:20 p. m. 4:20 p. m. 5:50 p. m.
10:25 a. m. 1:00 p. m. 2:20 p. m. 4:20 p. m. 5:50 p. m.
10:25 a. m. 1:00 a. m. 12:35 p. m. 5:50 p. m.
10:20 p. m. Arlington—6:10 a. m. 12:10 p. m. 1:50 p. m.
12:30 p. m. Arlington—6:10 a. m. 12:10 p. m. 1:50 p. m.
12:30 p. m. 6:30 p. m.
12:30 p. m. 13:30 p. m.
13:30 p. m. 13:30 p. m.
14:30 p. m. 15:30 p. m.
15:30 p. m. 15:30 p. m.
16:30 p. m.
16:3

JAS. M'NEIL & BRO. BOILERS, PLATE AND SHEET-IRON WORK.
PATENT SHEET IRON ANNEALING BOXES.
With an increased capacity and hydraulic machinery, we are prepared to furnish all work in our line cheaper and better than by the old methods. Repairing and general machine work. Twenty-ninth street and Allegheny Valley Railroad.

PATENTS O. D. LEVIS, Solicitor of Patents,

p. m.
For McKeesport, Elizabeth, Monongahela City
and Belle Vernon, %:55, II:35 a. m., *4:30 p. m.
From Belle Vernon, Monongahela City, Elizabeth
and McKeesport, %:23, *7:40 a. m., 1:25, 4:06 p. m.
*Dully, *Sundaya only