NEW ADVERTISEMENTS.

ONLY TILL TO-MORROW NIGHT!

Only Two More Days and Then

Kaufmanns' Free Distribution

of Merchandise Will be a

Thing of the Past.

Charge your memory with the fact that if you want to get your

purchase free of charge, you must come before 10 o'clock TO-

THE PURCHASES GIVEN AWAY YESTERDAY

WERE RECEIVED BY THE FOLLOWING 108 CUSTOMERS:

## NO FLAGMAN AGAIN,

A Fast Flying Express Train Crashes Into a Freight in a Dense Fog.

DARKNESS AND CONFUSION

Reigned While Ten People Were Killed and Many Injured.

HARROWING SCENES AT THE WRECK

Bodies Chopped Out While the Smashed Cars Were in Flames,

MANY BARELY ESCAPE BEING ROASTED

Syracuse, N. Y., Aug. 6 .- A most horrible accident occurred this morning on the West Shore line in which ten people were killed and 30 or more injured.

The scene of the accident is four miles from Port Byron and two from Montezuma station. The trainmen say that more killed are in the wreck. Dense fog prevailed over the Montezuma marshes and enveloped the trains and tracks. Physicians and other aid were sent from Syracuse, Auburn, Montezums and Port Byron. The scene at the

wreck is described as terrible. About 2 o'clock a freight train, going west, broke in two between Port Byron and Montezuma, and fast train No. 3, the St. Louis limited, which left New York at 5 o'clock last evening, dashed into the rear. When the freight train broke in two a brakeman went back to warn the passenger train, but the fog was so thick that he was not seen, and the limited crashed into the freight cars at full speed. Fire added to the horror of the situation, for shortly after the collision the sleeping cars took fire and

VICTIMS OF THE DISASTER. The following is a list of the killed and

Killed-Carrilla Alfonse, Coco Roca, Vincenzo Dilauri, Domineo Rinchone, Thomas Merlino, John Rosia, Dominico Santilo, Antonio Scozzavava, John Giambot, unknown. All of them were Italians and adults. Fireman Michael Bergen, Macedon, N. Y., instantly killed, leaves a wife but no children. Antoino Umbello leaves a wife and four children in Italy. He was brought to this city and died at the House of the Good Shepherd at 11 A. N.
Joseph M. Keeshan, of St. Louis, has leg
crushed and died at the House of the Good
Shepherd at 1130 o'clock to-day, leaves a wife and family in St. Louis.

Injured-Patrick Ryan, engineer of the express, lives in Buffato. He has a serious in-ernal injury. Has a wife and family. Mr. Ryan has been in the employ of the West Shore since the roll opened and never had Shore since the roru opened and never had an accident before; Louis Diller, Alsace-Lorraine, deep flesh wound on the leg, which is badly lacerated; A. K. Lovaas, Hungarian, bad scalp wound and leg broken; John Schultz, member of "Uncle Isaac" Farce Company, of Easton, Pa., scalp wound; George H. Saxby, of Hamilton, Ont., injury back and hims.

seorge fl. Saxby, of Hamilton, Out., injury to back and hips.

Others injured were: John Preston, of Froy, N. Y., railroad man; Julius Myers, Baffalo, N. Y., B. E. Pitts, musical director of "Uncle Isaac" Farce-Comedy Company, of New York; Camillo Libiz, Guistino Libiz, fenry Tralono, Guiseppe Masciarello, riovanno Rossi, Nicolo Machino, Tomasso, onzano, shoulder dislocated; Lunui bonardo, Antonio Cabello, Italians, interral muries. All of the injuried were taken to nardo, Antonio Capeno, Italians, interai uries. All of the injured were taken to House of the Good Shepherd. R. K. wiss, of Newark, N. Y., went to his home. wis Teilor, of West Point, N. Y., Frank J. ter. of this city. internal injuries, removed

MINISTERED TO THE DISABLED. At 4:50 o'clock the relief train started from the West Shore depot in this city. The run to Port Byron was rapid, and when the train entered upon the stretch of the track east of Montezuma, a desolute sight met the gaze of s passengers. Ministering to the wants of passengers. Almistering to the wants of injured and caring for the dead victims re seen many brave helpers from among passengers and crew on the fil-fated in. On board the relief train were put the lies of the ten mea, who were dead and injured were disposed of as comfortably he cramped seats of the day coaches jid allow.

would allow.
At 7:30 a start was made for Syracuse.
When Port Byron was reached the dead were taken off and laid in the freight house and the train continued slowly to Syracuse.
Between Port Byron and Syracuse one of the Italians who was torribly injured died and was laid out in the larger each. and was laid out in the baggage car, At 8 o'clock a wrecking train brought the wounded here, and ambulances, police patrol wagons and backs made a mounful procession through the crowded streets to be hospitals. Of the 20 Italians in the moking our sule. are of the groatest danger. Seventeen ared Italians were brought to Syracuse, ne of whom will probably die.

THE STORY OF THE CONDUCTOR, Conductor Kanaly, of the limited, said that the accident occurred at exactly 2:40 clock. "I was in the front end of the head sleener 'Marathon,' he said, "and had just running time. We left Syracuse at 1:58, on running time. We left Syracuse at 1:58, on time. The train was heavily loaded, each of the sleepers having about 20 passengers. The day coach was well filled and there were between 30 and 50 persons in the smoker. It was very foggy, and the engineer, of course, expected that the Montezuma side track would be all right for him. The first indication I had of the accident was when I felt the sudden application of the air brakes. A moment later came the crash. That is about all I can tell, except that the engine went clear through the that the engine went clear through the calcoss of the freight train and then rolled down the embankment. The day coach telescoped the smoker, and when I got out of the doors they were all mixed up with the express and baggage cars. The sleeper and not leave the rails."

sid not leave the rails."

William J. Wilsev, agent in securities in San Bernardino, Cal., was among the injured taken to the House of the Good Shepnerd in this city. He was on his way home from Boston, and expected to night to meet his wife and two children at Detroit, Mich., where they had been visiting. He was injured about the knees and hip and a severe wound in the groin. ound in the groin.

HE WAITED TO BE CRUSHED. He said: "I was in the rear end of the noker when the crash occurred. I had time M. and 9:20 P. M. to know what was happening, and as the inggage car crashed through the smoker I could see it bowling down the men like tenens. I just turned my back and waited to e crushed. In an instant I was up to my neck in debris and felt that I was hurt, but managed to extricate myself and crawl out upon the top of the wreck. I found a traveling acquaintance, John F. Bowdish, a brush manufacturer of Boston, pinned down in a narrow space at the end of the coach, unable to move, so tightly wedged in. If the car had gone a foot further he would have been crushed to a jelly.

"By this time the wreck was on fire and before we had chopped away the timbers that held Bowdish, the flames were right upon us. Then we crawled back into a Pullman where the porters were all standing idle. If it hadn't been for the heroic work of the passengers themselves many of the injured would have been roasted alive. neck in debris and felt that I was hurt, but

The member of an opera company that was on the train did splendid work. I saw," and Mr. Wilsey, "a brakeman of the freight

ALL WAS IN GREAT CONFUSION.

John F. Bowdish, of Boston, who is in the brush business, was on his way to Detroit. He says the accident occurred between 5 and 4 butter crackers and water wafers are delighto'clock. He had been in a doze, but was ful dainties. Your grocer keeps them. fully awake when the crash came. "The first

thing that attracted my attention," Mr. Bowdish said, "was the working of the air brake. It flashed through my mind that something terrible was about to happen. Quicker than I could take a second thought there was a crash, shrieks, and all was in, darkness and confusion. I felt myself plined down by a great weight. I could look below me and see broken boards, beams and car wheels, but was unable to move.

"Soon I heard the crackling of flames. You cannot imagine the horror that crept over me as I thought that in the next moment the flames would be upon me and I would be cremated alive. 'My God! Help me!' I cried. 'Hurry, hurry!' Just then I heard a voice: 'Here's a man alive; let's get him out.' Then I heard the sound of axes, and pleasanter noises never greeted my ears, I can assure you. It was hope not unmixed with fear, however, for there frequently came the thought that the roaring flames would drive away the workers before they reached me, and I would be left to my fate. I suppose it was only a few minutes, but it seemed an age when daylight broke in from above and two burly trainmen handed me out."

J. J. Sullivan of Syracuse, told a similar

ont."

J.J. Sullivan, of Syracuse, told a similar story of the wreck. He said: "When I left the dead and wounded were scattered about on the ground inside the tracks, and the surviving passengers were doing all they could for the relief of the wounded. The victims, so far as I knew, were all men who were in the smoking car. None of the passengers in the sleepers were injured."

ONLY A MINUTE TOO LATE.

by drawing over on the Montezuma side track. It had started to leave the main

THE HARTRANFT MEMORIAL.

An Expression of Gratitude for the Nations

Guard of the State.

ISPECIAL TELEGRAM TO THE DISPATCH.

aindly convey these sentiments and oblig
us, most respectfully yours,

"S. D. Hartranft,

"Annie Hartranft,

"Marion Hartranft,

"S. S. Hartranft,

"Tevin Hartranft,"

PATTISON IN PITTSBURG.

His Way to Camp Kensington.

HORSFORD'S ACID PHOSPHATE

Relieves the Feeling of Lassitude

So common in mid-summer, and impart

THIS IS THE LIST

For Friday's Poor Man's Sale.

Friday is always poor man's day at the

The Governor Will Be Here Saturday

Pennsylvania. It is as follows:

"Hartrand Monument Commission,

The freight train which caused the acci-

sisted of 40 cars and was bound for the West. It was to let "The Flyer" pass it

FIFTEEN CENTS ALL AROUND.

THREE GOOD WELLS IN THE MOON FIELD

there was no premium on the oil produced in Allegany county, N. Y., the Bradford district, or in the Murrins-ville and the Bullion territory. There was a premium of 25 cents a barrel on Washing-ton oil, and 20 cents on Butler oil. Subseon Washington, and 3 cents on Butler, thus giving Washington a premium of 15 and Butler 12 cents a barrel

been out of the way, and the disaster would not have occurred.

The flames which started slowly increased in fury with great rapidity, and before all the victims in the smoking car could be removed from the wreck the express, baggage and smoking cars and day coaches were burning. The forward end of the sleeper burning. The forward end of the sleeper Marathon had also taken fire, and, in order to save the three sleepers behind it, which had not left the rails, they were uncoupled and pushed by hand to a place of safety. Ten freight cars and the caboose were also in flames. Ten freight cars and the capoose were also in flames.

No one in the rear end of the wreck was injured. The attendants of the express and baggage cars had retired to the rear coaches to catch a little sleep, and the fatalities were, therefore, confined to the occupants of the smoking are and becomplish.

same price so there can be no discrimination."

The popular idea seemed to be that it would hurt speculation. "There is now no speculation to speak of in Pittsburg," another producer said, "but what there is it will smother before long. The equalization of the premiums will do away with certificates. The only certificate or speculative oil was the non-premium oil. Since there is a premium on all oil no producer will now make out certificates on which he will receive no premium, when by selling the oil outright he can get 15 cents a barrel over the market price. Thus you see the certificates will drop out of sight gradually and there will be nothing to speculate with." Every producer, however, acknowledged when questioned, that he knew nothing whatever about the matter except that premiums had been equalized.

The Mary Rebb Well.

McDoxald-The excitement over the strike of the Royal Gas Company on the Mary Robb farm has abated slowly. Operators were slow to believe the reports which came from it Wednesday evening, but hundreds of them visited it yesterday and came away convinced that it was bigger than at first reported. It was flowing by leads yesterday and was putling out from 40 to 45 barrels an hour. Finegan, Downing & Co., who drilled some small wells on the Mongot and Fayette leases near the Robb, have leases on three sides of it, and yesterday located rigs for three more wells, two of which will be within 100 feet of the big one. These latter will be their No. 2 on J. H. Robb, and No. 2 on the Fayette, while their No. 1 on the Elliott will be about 300 feet away. Their No. 2, on the Mongot lease, is down about 500 feet. Gartland & Hays' well, on the Miller farm, is doing about 65 barrels an hour. The Royal Gas Company's No. 3 Sauter has been injured by being drilled too deep, and has failen off a little better than ten barrels an hour. La Combe & Vaililee's well, on the Short lot, is still holding up to about 50 barrels an hour. There have been all kinds of rumors in regard to Weixel & Co.'s well on the Smith lot, across the road from the Butler lot well, but the most reliable seemed to be that it had been drilled through the fifth sand and was pracof them visited it yesterday and came away

the road from the Butler lot well, but the most reliable seemed to be that it had been drilled through the fifth sand and was practically dry. It has some oil in the hole, but not enough gas to throw it out. The Shaffer Oil Company, on the Smith lot, is in the Gordon sand and filled up 1,700 feet with oil, but is without gas. This well is just east of, and across the road from the U.P. Church. The same company is down about 1,700 feet on the Fanny Johnson lot near the depot. One of the best locations in the field is Guckert & Steele's well on the Mercy farm, 1,000 feet, northeast of Gartland & Hay's No. 1 on the Miller. It should be in the first of next week, as should Gartland & Hay's Miller No. 2. These two wells will thoroughly test the extent of the Miller farm pool to the north and northeast, while the Mary Robb well would seem to indicate that it branched off rather abruptly to the eastward for a considerable distance.

Not Over Fifty Barrels. P. C. C. C.—everyone knows it.

To-day we will sell men's suits, men's pants and boys' suits, besides other articles in clothing, at these very low prices:

Men's black worsted sack suits (coats, pants and vests), all sizes, for ...... \$1 85 Men's good cassimere suits, neat pat-terns and extra well made, for only. 4 25 Men's stylish pants, a big variety of patterns in stripes, checks and mix-Not Over Fifty Barrels.

tures.... Boys' short pants suits, we sold in seavillage, will not make more than 50 barrels a day. It only made 42 barrels from 4 c'clock Wednesday afternoon until 2 o'clock yesterson for \$2 75 and \$3 50, go to-day for 

sale-please note.
P. C. C. C., Pittsburg Combination Cloth. ing Company, corner Grant and Diamond streets.

The Emerson. We beg leave to announce to our friends and the public in general that we have se-cured the agency for the justly celebrated Emerson pianos. The merits of the "Emer-son" are so well known in our city that nothing need be said in their praise. nothing need be said in their praise. More than 40 years before the people, they stand to-day unsurpassed in tone, construction and beauty of design. A good selection of the "Emerson" can always be seen at our warerooms. Be sure to see the "Emerson"

before buying. LECHNER & SCHOENBERGER, 69 Fifth avenue.

The Eilwood Short Line Railroad Will be opened for passenger trains next Sunday, August 9. All trains over Pittsburg and Western (including B. & O. connections) will then and thereafter pass through Ellwood direct. No change of cars required to reach Hotel Oliver. Reduced rates for weekly boarders after August 10. Go and see the most charming spot in Western Pennsylvania.

Atlantic City Excursion On Thursday, August 13, via the B. & O. R. R. Rate, \$10 the round trip; tickets

Half Price on a Lot of Fine Ribbons. It will pay you double to see these. JOS. HORNE & CO.

50ct 50ct 50ct Men's, boys' and youths' lawn tennis Oxford ties at 50 cents, at Simen's, 78 Ohio street, Allegheny, Pa.

THE splendid success of yesterday's sales make it sure that to-day will be the great

Simen's Special Bargains! Children's patent leather tip dongola spring heel button shoes at \$1, sizes 8 to 101/2, at Simen's, 78 Ohio street, Allegheny,

said Mr. Wilsey, "a brakeman of the freight train standing by the side of the track, crazy with excitement. I asked him for God's sake man how did this happen?"

"Oh, my God," he fairly shouted, "I told them to go back. I told them to go back."

"What do you mean? Back where?"

"Back from the freight."

"I asked him then if he meant that the freight did not say anything more. I think that here may be a clew to the cause of the accident."

Bead column "ad" and then come to the linen sale to-day.

Boggs & Buhl. They're Not as Good as the Stag's-Head

Hello, Folks, Do You Eat Crackers?

An Order Was Issued Yesterday

The premium on all oil produced in New York, Pennsylvania and West Virginia is now 15 cents a barrel. An order to this effect was issued yesterday morning by the National Transit Company. It will take effect at once. Nearly a year ago quently this was cut 5 cents on each district. Then followed another reduction of 5 cents

of 15 and Butler 12 cents a barrel. It is not long ago since a premium of 10 cents was put on Bradford, and 7 cents on Allegany, N. Y., oil. A few days ago the Bradford premium was increased to 12 cents a barrel. All this time the Murrinsville and Bullion districts had been without a premium, but they are included in the present order. The Allegheny county and Bradford oil has all along been acknowledged to be inferior to the southwest production and when the order was posted yesterday it was read with wonder. It was about the only topic of discussion among producers; and the more they talked about it the less they seemed to know why such a step had been taken. One producer said: "It virtually does away with all premiums as far as the different grades of oil are concerned. We will get the same price for the poor that we do for the good quality. There will be no difference except that the upper country people will get more for their inferior oil while we will remain on the same plain as before. It cannot have been done with a view to improve independent pipe lines becauses they will have to pay no more than they have been doing heretofore in the southwest field. In the upper county they will all have to pay the same price so there can be no discrimination."

The popular idea seemed to be that it track. It had started to leave the main track, and was half way upon the switch when a coupling pin broke in the middle of the train. Realizing that there was no time to lose, Conductor Thomas Tobin, of the freight train, sent Edward Conneily up the track with a lantern to check the 'Flyer,' but whether he did not get far enough up the road, or his signal was not seen, is not known. A new coupling had been made in the meantime, and the freight was slowly starting. In a minute more it would have been out of the way, and the disaster would not have occurred.

were, therefore, confined to the occupants of the smoking car and locomotive.

A West Shore official at New York says:
"From what can be learned there is no doubt that the accident this morning was the result of the neglect of the conductor and flagman of the Ireight train to observe the rule in regard to sending back a flagman to warn trains moving on the same track." HARRISBURG, Aug. 6.-A communication from the Hartranft family was to-day made a special order to the National Guard of

"Briss-It is our desire to communicate to every member of the National Guard of Pennsylvania the assurance of our sincere appreciation of their noble tribute to the memory of a noble husband and father, Kindiy convey these sentiments and oblige The Mary Robb Well. HARRISBURG, Aug. 6.—Governor Pattison and staff will leave for Camp Kensington at 12:25 A. M., Saturday, taking breakfast in Pittsburg. The Governor is expected to re-Pittsburg. The Governor is expected to review the troops on Wednesday. Adjutant General McClelland's inspection of the regiment will commence on Monday. Colonel O'Neill, commander of the State Arsenal, left for Camp Kensington.

Brigadier General Deckert, of the First Brigade, and Brigadier General Gobin, of the Third Brigade, will visit the men in camp some day next week.

> OAKDALE-The well of Greenlee & Forst on the Miller lot, one-half mile west of this

> HOOKSTOWN-The Augusta Oil Company's rest well No. 2, on the Kennedy farm, has been shot, and will not do over ten barrels a

Several Fair Producers. Moon-F. E. Boden & Co.'s No. 2, on the John Stevenson farm, has been drilled through the sand and has made several good flows. It will be better than the average Moon well. The No. 2 P. H. Stevenson of the same company touched the sand yesterday, and is showing up for a fair well. The Kanawha Oil Company's No. 1/smes Springer is through the sand, and will make a 35 or 49 barrel well. Their No. 2 James Springer is due the first of next week.

Have Been Delayed. McCurpy-Tne Orion Oil Company's No. 2, on the Bell farm, will not get the sand be on the Bell farm, will not get the sand be-fore to-morrow. Their No. 3 Bell is down about 1,900 feet; No. 4, 1,600, and No. 5, same farm, 900 feet deep. R. E. Gillespie & Co.'s No. 2, on the Hall, will not be in until next week. Their Nos. 5, 6 and 7, on the Jane Riddle farm, should get the sand early next week. The No. 2 Aiken, of Mellon, Emer-son & Guffey, is practically dry.

Will Be Small Wells. WILDWOOD-Beers & McKee's No. 4, on the August Kyler, is in the sand, and light, Guffey & Queen's No. 5 Kretzer will be a

For the Exposition.

PITTSBURG-The Oil Well Supply Company s moving the rig from the well on the Exis moving the rig from the well on the Exposition grounds to its shops at Twenty first street, where a test well will be put down. The same company is having an expensive rigs manufactured from dressed lumber, at Bradford, which will be brought to Pittsburg and put up over the hole on the Exposition grounds in time for the fall opening. It will be the most expensive and handsomest oil derrick ever built and will be a center of attraction for the thousands of people who will visit the Exposition and have never seen an oil well outfit. It will also be a revelation to operators and drillers who have always been used to rough undressed lumber and dirty derricks.

Showing for Good Wells.

Showing for Good Wells. HENDERSONVILLE-The well of Osbourne

### Bros., on the Dr. Crawford farm, is showing for a good 100-foot well. Wahl & Bishop, on the Dr. Barr farm, are in the 100-foot with a good showing. Steelsmith, Brown & Co. are drilling at 1,000 feet in their No. 3 on the Dr. PREMIUMS THE SAME

Equalize Them in 0il Fields.

The Mary Robb Well, at McDonald, Is Flowing Over a Thousand a Day.

drilling at 1,000 feet in their No. 3 on the Dr. Crawford.

BUTLEM—The well of Gibson & Co., on the McKinley farm north of Butler, has been drilled to the fourth sand without improving. It will be abandoned.

Gold—The well of the Chartiers Oil Company on the McKibben farm, three-quarters of a mile in advance of the Gold field, was drilled in yesterday, and was reported as good for 75 barrels a day.

MILLERSTOWN—The test well of Ward & Steel on the Richard McCullough farm will be completed this week. Tibley Bros. & McGrew are starting a well on the Boyle farm with a view to get fourth sand oil.

Mars—The Hunter, Cummings & Bolard No. 2 Kennedy is in the sand and showing for a 25 barrel well.

Callery—The McCalmont Oil Company is down 600 feet in No. 2 on the Walters farm. Burk & Johnson are ready to start No. 2 on the Tillman farm. The Junction Oil Company is drilling at 600 feet on the Beers lot. Joseph Hartman & Co. are down 300 feet on the Staples farm. No Dollar Oil.

Washington—The story that the Leader Refining Company, of Taylorstown, is pay-ing \$1 a barrel for oil cannot be substan-tiated, but is rather contradicted. Mr. Caldwell, of this place, is sole owner of the refinery, and is buying no oil whatever, as his refinery is run exclusively with his own production. He even refuses to allow his partners in some other oil ventures to run their oil to his refinery. Yesterday's Local Features.

The only bid was 58%c, showing a continu The only bid was 58%c, showing a continuation of the downward trend. There were no sales here and but few anywhere. Refined, at New York, 8.85c; London, 5%d; Antwerp, 18%f. Daily average of runs, 61,695; daily average of runs, 61,695; daily average of shipments, 73,727.

CLEYMLAND, Aug. 6.—Petroleum easy; S. W. 110°, 6%c; 74° gasoline, 70; 80° gasoline, 70; 60° naphtha, 110.

New York, Aug. 6.—Petroleum opened steady and after first sales declined 1½c, closing weak: Pennsylvania oil, September option, sales, 65,600 barrels; opening, 60%c; lowest, 58%c; closing, 58%c.

Oil City, Pa., Aug. 6.—National Transic certificates opened at 60c; highest, 60%c; lowest, 58%c; closed, 58%c; sales, 103,000 barrels; clearances, 184,000 barrels; shipments, 84,587 barrels; runs, 85,458 barrels.

### PLENTY OF GAS COMING.

Philadelphia Company Officials Have No Taken to Prepare a Better Supply of Fuel for the Coming Winter.

It was stated yesterday that the Philadelphia Gas Company intended to give a better supply of gas this coming winter than its pressure was at present able to supply, even with the mills cut off, as they would be when cold weather set in. Nego tiations were said to be pending, or at least there had been an attempt to negotiate wish the owners of some wells out the Perrysville road and that late roarer at

Perrysville road and that late roarer at Coraopolis.

A visit was made to the office of the company on Penn avenue and Ninth street, and inquiry made. Mr. Brown at first made light of the matter, but when told that the story was straight he admitted that the wells in question had been visited, though he said "We have plenty of gas."

Householders will be glad to know that an effort to increase the pressure will be made. effort to increase the pressure will be made for many of them can testify that in col-weather last winter it was not only difficul at times to heat rooms, but boil water for

at times to heat rooms, but boil water for coffee.

A gas company official (not Philadelphia) states that the decline in gas pressure last winter will be worth much money in future, as it has set them to work to study improved methods of heating. He says it has been proven by experience that a fire kindled on a cold day in either a stove or an open fireplace lowers the temperature of the room for some time, as the heated air escaping causes a vacuum which is supplied with cold air from every crack in the building reaching the outside. This has made cellar furnace heating popular, as the flow of warm air into a room and not drawn violently out of it wars against the cold, and comfort becomes almost immediately appreciable.

A BRAND NEW COLLEGE.

Pittsburg to Have Another Institution of Learning-The Old University to Be Once More Occupied as a School-Plans of the Projectors.

An application will be made to-morrow for a charter for a new college in Pittsburg. It will be known as the Duquesne College. Apartments in the old University building on Diamond street have been secured, and a start is to be made at once. A faculty has been engaged, and the institution is said to be well backed financially.

be well backed financially.

There are to be eight departments in the college, including schools of English, soiences, languages and elocution. Professor E. M. Wood, D. D., L. L. D., is to be the principal of the college. He will be assisted by Professor J. M. Wisman, Professor Frank Fox, Mrs. Nins Fife, Miss Tuhrer, Mrs. William Bentley, Professor W. McClelland, Professor J. M. Logan, Professor Samuel Andrews and others.

Professor Byron W. King is to have his school of elocution in the building, and the Professor will be one of the board of directors of the new college, his colleagues being Rev. J. W. Koehne, H. J. Heinz, F. X. Barr, Robert Hood, Rev. J. B. Risk and Professor Wisman.

SUING FOR HIS BOUNTY.

George S. Drake Files a Statement of Hi Case Against a Township.

Case Against a Township.

A statement was filed yesterday in the suit of George S. Drake against Union township. The case is an action to recover from the township a bounty of \$600 claimed to be due Drake for re-enlisting in the quota of Union township during the war. Drake was in the Seventy-seventh Pennsylvania Volunteers, and in 1803 re-enlisted and was credited to Union township's quota of men. He never received the bounty of \$600 he claims was offered him, and now sues to recover.

### YOU CANNOT GO

To Carlsbad, but you can have Carlsbad brought to you. Procure a bottle of genuine imported Carlsbad Sprudel Salt and dissolve a teaspoonful of it in a tumblerful of water. It is the best natural aperient and alterative extant. Nothing is "just as good" when you can get the genuine imported article.

AMUSEMENTS. DUQUESNE Pittsburg's leading theater. David Hender son and John W. Norton, Managers.

To-night THE GARROW OPERA CO. BOHEMIAN GIRL. GREAT CAST.
Saturday night—THE MIKADO. au7-90

# DOUGLAS & MACKIE.

150 Paris Embroidered and Individual Novelty Pattern Suits, suitable for traveling and early fall wear, at wonderfully low prices even in this era of bargains.

One let Cloth Embroidered Robes, original price. ... \$ 5 50, now \$ 3 50 One let Cashmere Embroidered Robes, original price. 6 50, now 4 00 One let Serge Panel Robes, original price. 9 75, now 5 00 One let Pin-Check Combination Robes, original price. 16 50, now 6 95 One let Combination Novelty Robes, original price. 17 00, now 6 00 One let French Novelty Robes, original price. 20 00, now 10 50 One let French Novelty Robes, original price. 25 00, now 12 50 One let French Novelty Hobes, original price. 25 00, now 12 50

# DOUGLAS & MACKIE

151, 153 AND 155 FEDERAL ST., ALLEGHENY.

Summer Weakness

NEW ADVERTISEMENTS

Sick Headache, Indigestion Loss of Appetite

Nervous Debility and That Tired Feeling Are cured by

Hood's Sarsaparilla **FALL STYLES** 

**CARPETS** Wall Paper

In all the new choice styles and latest colors at prices that will please you. We have carpets from 121/2c a yard up to the finest Wiltons; also, a large stock of Wall Paper, Lace Curtains, Curtain Poles, Window Shades, Linoleum, etc. A special offer in Lace Curtains; a lovely gilt-trimmed pole given away with every pair of Lace Curtains costing from \$2 a pair Fears for the Future-Steps Being and up. Call and see our stock; it will pay you.

136 FEDERAL STREET, ALLEGHENY,

Popular opinion puts men and things to the severest tests. Klein's celebrated brand of "Silver Age" Pure Rye Whisky has stood of "Silver Age" Pure Rye Whisky has stood this test for many years, and it is gaining in public favor every day. Physicians indorse and prescribe "Silver Age" in preference to all other whiskies, knowing its quality can always be depended upon. Parties leaving the city for the summer should take along with them a supply of Klein's "Silver Age" or "Duquesne" Rye. The former sells at \$1 50 and the latter at \$1 25 per full quart.

MAX KLEIN 82 FEDERAL ST., ALLEGHENY. Send for complete catalogue and price list.

CARUSS & MANNION, 67 FIFTH AVE. Difficult cases so-



C. E. HIRES & CO., Philadelphi

VOICE FROM ORPHANS' COURT. PITTSBURG, PA., July 27, 1891.
Dr. Griffith Drug Co., Third and Grant St.
DRAB SIRS—I had the La Grippe very bad
last spring. Tried everything. My brother,
Mr. Petticord, Tipstave at Orphans' Court,
recommended your Ta-Va-Zon Lung Cough
Syrup, as it had cured him of La Grippe.
The best thing I ever used. Cured myself
and wife. Your Ta-Va-Zon Remedies only
need a trial and will speak for themselve. need a trial and will speak for themselv Truly yours, JOHN PETTICORD,

need a trial and will speak for themselves.

Truly yours, JOHN PETTICORD,

Jennertown, Somerset Co., Pa.

Ta-Va-Zon Lung Cough Syrup, price 25c,
50c and 81. Ta-Va-Zon Key to Blood curse
catarrh. scrofula, dyspepsia, general debility, liver and kidney complaints. Has no
equal. Price \$1, six bottles \$5. Ta-Va-Zon
pills for biliousness, sickheadache, etc., 25
cents a box. See testimonials at headquarters, Third and Grant st. For sale by
JOSEPH FLEMING & SON, 412 Market st.,
corner\_Diamond. au7-88

STEAMERS AND EXCURSIONS:

ALLAN LINE ROYAL MAIL STEAMSHIPS Glasgow to Philadelphia. DERRY and GALWAY. The most direct te from Scotland and North and Middle of Ire-

ACCOMMODATIONS UNSURPASSED. termediate, \$30. Steerage, \$19. STATE ALLAN LINE LINE. NEW YORK AND GLASGOW,

via Londonderry, every Fortnight,
Aug. 20, State of Nebruska, 9:30 A. M.
Sept. 3, State of California, 9:30 A. M.
Sept. 17, State of Nevada, 2 P. M.
CABIN, \$35 and upward. Heturn, \$65 and upward.
Steerage, \$10.
Apply to J. J. McCORMICK, 639 Smithfield street,
Pittsburg. Apply to J. J. McCORMICK, 539 Smithfield street, 2013-9.

CUNARD LINE—NEW YORK AND LIVERPOOL, VIA QUEENSTOWN—From Pier No. 49, North river: Fast express mail service. Gallia, Wednesday, August 5, 6

A. M.; Etruria, Saturday, August 15, 1 P. M.; Umbria, Saturday, August 29, 7 A. M.; Servia, Saturday, August 29, 7 A. M.; Bothnia, Wednesday, September 2, 3 P. M.; Etruria, Saturday, September 2, 3 P. M.; Etruria, Saturday, September 2, 100 A. M. Aurania, Saturday, September 12, 11:30 A. M. Cabin passage—800 and upward; \*will not carry steerage; according to location; intermediate, \$35, Steerage tickets to and from all parts of Europe at very low rates. For freight and passage apply to the company's office, 4 Bowling Green, New York. Vernon H. Brown & Co. J. J. McCORMICK, 639 and 401 Smithfield street, Pittsburg.

WHITE STAR LINE—
For Queenstown and Liverpool.
Royal and United States Mail Steamers. \*Majestic, Aug. 12, 10 am \*Majestic, Sept. 9, 3:30 am Germanic, Aug. 18, 5 am Germanic, Sept. 16, 9:20 pm \*Teutonic, Aug. 25, 11 am \*Teutonic, Sept. 23, 9:20 am Britannic, Sept. 2, 5 am Britannic, Sept. 20, 3:30 pm From White Star dock, foot of West Tenth

street.

\*Second cabin on these steamers. Saloon rates, \$50 and upward. Second cabin, \$40 and \$45. Excursion tickets on favorable terms. Steerage, from or to old country, \$20.

White Star drafts payable on demand in all the principal banks throughout Great Britain. Apply to JOHN J. McCORMICK, 639 and 401 Smithfield st., Pittsburg, or J. BRUCE ISMAY, General Agent, 29 Broadway, New York.

### ANCHOR LINE. Steamers Leave New York Every Saturday

For Glasgow via Londonderry. Por Glasgow via Londonderry.

Rates for Saloon Passage
By S. S. CITY OF BOME, 860 and upward,
according to accommodation and location of room.
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Passengers booked at through rates to or from
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Drafts on London Sold at Lowest rates.
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A. D. SCORER & SON, 415 Smithfield \$1. Pittsburg; F. M. SEMPLE, 110 Federal \$1. Aliegheny.

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OUR REFINED OIL LIST Water White, 129.
Prime White, 150.
Standard White, 110.
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OUR NAPTHA LIST: Deodorized Naptha for varnish makers, painters and printers. Gas Napthas for gas companies. Deodorized Stove Fluid for vapor stove burners.
Fluid, 74 gravity, for street lamps, burners and torches.

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Includes the finest brands of
Cylinder, Engine, and Machinery Offa.
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Mica Axle Grease, Railroad and Mill
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For Cincinnati and St. Louis, 7:20 a. m. 7:6 p.

For Cincinnati and St. Louis, 7:25 a. m. 7:25 p. m.
For Columbus, 7:25 a. m., 7:45 p. m.
For Newark, 7:20 a. m., 7:45 p. m.
For Chicago, 7:20 a. m., 7:45 p. m.
Frains arrive from New York, Philadelphia, Baltimore and Washington, \*2:25 a. m., 7:25 p. m.
From Columbus, Cincinnati and Chicago, \*3:25 a. m., 7:25 p. m.
From Wheeling, \*3:25, \*10:45 a. m., 3:20 p. m. From Wheeling, \*3:25, \*10:45 a. m., 14:40, \*5:50, \$9:35 p. 10.
\*Daily, \*150 alily except Sunday, 15unday only, 15aturday only, \*Daily except Saturday.
Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, The Pittaburg Transfer Company will call for and check baggage from hotels and residences upon orders left at B. & O. ticket office, corner Fifth avenue and Wood street, or 401 and 638 Smithheid street. J. T. ODELL, General Manager, CHAS. O. SCULL, Gen. Pass. Agent. LLEGHENY VALLEY RAILBOAD

A L. L. E. G. H. E. N. Y. VALLEY RAHLROAD—A Trains leave Union station (Eastern Standard time): East Brady Ac., 6:36 a. m.; Niagara Ex., daily, 8:20 a. m. darriving at Buffalo at 5:46 p. m.; Kittanning Ac., 9:36 a. m.; Valley Camp Ac., 10:15 a. m.; Valley Camp Ac., 10:15 a. m.; Valley Camp Ac., 10:16 p. m.; Gil Caty and Da Bois Express, 1:30 p. m.; Valley Camp Ac., 2:25 p. m.; Kittanning Ac., 3:56 p. m.; Braeburn Ex., 4:35 p. m.; Kittanning Ac., 3:50 p. m.; Braeburn Ac., 6:5 p. m.; Hutton Ac., 5:30 p. m.; Braeburn R.; Hutton Ac., 5:30 p. m.; Braeburn Ac., 1:30 p. m. Church trains—Ementon, 3:50 a. m.; Rullmanning, 12:40 p. m.; Braeburn, 9:50 a. m.; Rullmanning, 12:40 p. m.; Braeburn, 3:50 a. m.; Fullman Farfor Cars on day trains and Steeping Cars on night trains—Braeburn, 3:50 p. m.; Chautanqua and Buffalo, JAS. F. ANDERSON, G. T. AgL.; DAVID MCCARGO, Gen, Supt. PITTSBURG AND WESTERN RAILWAY-Trains (Ct'l Stand'd time). Leave. Arrive.

Mail, Butler, Clairon, Kane... 6:50 a m 11:20 a m Akron, Toledo and Greenville. 7:20 a m 7:30 p m Butler Accommodation. 9:00 a m 3:35 p m Greenville, New Castle, Clarion 1:40 p m 9:15 a m Chicago Express (daily)... 12:45 p m 12:10 p m 2:15 a m Edilenople and Butler. 4:25 p m 5:20 a m Butler Accommodation. 9:30 p m 7:20 a m First class fare to Chicago, \$10 50. Second class. \$9:30. Pullman buffet sleeping car to Chicago daily

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Miss E. Butler, 284 Federal st., Allegheny.

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Mrs. Hankins, Forbes st., city.

S. G. Rodgers, 186 Locust st., city.

S. Walker, 35 Forbes st., city.

C. Meyer, 58 Vickroy st., city.

W. W. Scott, Jr., Sewickley, Pa.

C. E. Ink, Columbiana, O.

Mrs. R. Elton, 47 Esplanade st., Allegheny.

J. P. Ragen, Allegheny Fire Department,

Allegheny.

Frank Dean, Jack's Run, Pa.

R. R. Lytle, 1720 Cliff st., city.

Mrs. E. Hughes, 1205 Howe st., city.

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D. R. Lean, Jr., 635 Fifth ave., city.

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C. H. Littell, Sewickley, Pa.
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F. L. Todd, New Sheffield, Pa.
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G. W. Day, Braddock, Pa.
Miss J. Freeman, Cakdale station, Pa.
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J. Chart, Shady lane, city.
S. A. Dixon, 112 Fourth ave., city.
D. Ralston, 220 Juniata st., Allegheny.

MORROW NIGHT.

ave., city.

R. Ludolph, 3341 Melwood ave., city.
D. W. Byers, Turtle Creek, Pa.
J. McFarland, 212 Forty-third st., city.
Miss A. Blaney, 2112 Penn ave., city.
B. Yates, Jamestown, N. Y. 108 more will receive their purchases free to-day, while 156 will be the last and final number of lucky ones to-morrow.

A. McClester, Trenton, Pa.
F. S. Brunt, Castle Shannon, Pa.
F. Selbert, 28 Montgomery ave., Allegheny,
Mrs. M. Deal, Mansfield, Pa.
S. Soles, McKeesport, Pa.
H. J. Fowler, 59 Roberts st., city,
Mrs. C. A. Rowe, Hites, Pa.
Mrs. J. S. Cuddy, Crafton, Pa.
J. F. Hervey, Shousetown, Pa.
W. W. Seibert, Remington, Pa.
Mrs. J. Cochran, Sewickley, Pa.
Mrs. W. Moore, 1713 Ann st., city,
Mrs. M. Johntzen, Altoons, Pa.
Mrs. Roehrem, 38 Forty-fifth st., city,
Mrs. F. Crowe, 918 Howard st., E. E., city,
Mrs. F. Crowe, 918 Howard st., E. E., city,
Mrs. E. E. Caruthers, Gloucester st., Glenwood, city,
Mrs. W. Modlesse, Vernoe, Pa.

Mrs. E. E. Caruthers, Gloucester st., Glen-wood, city.

Mrs. W. McAleese, Verona, Pa.

Mrs. A. Shoen, 233 Forbes st., city.

Mrs. A. Reese, 217 St. Andrew st., city.

G. D. Chishelm, 35 Veto st., Allegheny.

J. M. Weist, 79 Forty-third st., city.

P. Parker, Il Grant st., Allegheny.

R. J. Beitler, 16 S. Twenty-second st., city.

Miss M. Donnely, Fifth and College aves.,

city.

oity.
D. Stewart, East Brady, Pa.
Mrs. E. Woolslare, 5710 Kirkwood, city.
R. D. Holmes, Western Union Telegraph

Company, city.

Mrs. A. Dosch, Hirschel st., West End, city,
W. Hubbs, Scottdale, Pa.
A. Klefer, 1928 Sixteenth st., city.

Mrs. W. E. Hubbard, 128 Market st., Alle-

Mrs. W. E. Hubbard, 128 Market 81, Alle-gheny,
Miss J. Rushton, Whitaker, Pa.
T. P. Duncan, 242 Bedford ave., city.
Mrs. S. Smith, Crafton, Pa.
Mrs. F. Smithyman, Norton's lots, Mt.
Washington, city.
Mrs. A. Briggs, 208 Lacock, Allegheny,
Mrs. J. Collins, Chartiers township, Pa.
F. Simpson, Bennett, Pa.
Mrs. B. Lace, Gloucester st., Hazelwood,
city.

city.
Mrs. J. Collins, Chartiers township, Pa.
M. Perry, Bellevernon, Pa.
W. Wright, 33 Seventh ave., city,
Mrs. M. Link, 9 Angle st., city.
Miss P. Byer, Frankstown and Fifth aves.,

city.

Mrs. J. Collard, 106 Clift st., city.

Mrs. J. Collins, Chartlers township, Pa.

Mrs. R. Thomas, Vespucia st. and Seco

Offices in Pittsburg, Washington and But ler. Always write or telegraph to Corry 900 More of those Boys' Short-Pant Suits. 600 More of those Children's Kilt Suits.

Several weeks ago we had over double the above quantities, but since having reduced them to \$3 50, the high piles have melted down considerably. Among them are most of the choicest and finest spring novelties in

light and dark colors. I A lot of Boys' Nobby Long-Pant Suits, sizes 12 to 19, in nice light and dark colors, good, serviceable goods; were \$7, \$8 and \$9, have just been cut down to \$4 50.

# KAUFMANNS'

Fifth Ave. and Smithfield St.

PENNSYLVANIA RAILROAD. CHEDULE IN EFFECT 12:01 P. M., JULY 19TH, 1891. Trains will leave Union Station, Pittsburg, as follows (Eastern Standard Time):

MAIN LINE EASTWARD. New York and Chicago Limited of Pullman estibule Cars daily at 7:15 a. m., arriving at Har-isburg at 1:55 p. m., Philadelphia 4:45 p. m., New ork 7:00 p. m., Baltimore 4:40 p. m., Washington York 7:00 p. m., Baltimore 4:40 p. m., washington 5:55 p. m.

Keystone Express daily at 1:20 a. m., arriving at Harrisburg 8:25 a. m., Philadelphia 11:25 a. m., New York 2:00 p. m.

Allantic Express daily at 2:25 a. m., arriving at Harrisburg 9:20 a. m., Philadelphia 12:16 p. m., New York 2:30 p. m., Baltimore 12:00 p. m., Washington 1:03 p. m.

Harrisburg 7:20 p. m., Baltimore 12:00 p. m., Washington 1:03 p. m.

There is a commodation daily (except Sunday) 5:20 a. m., arriving at Harrisburg 2:30 p. m.

Day Express daily at 4:50 a. m., arriving at Harrisburg 8:20 p. m., Philadelphia 6:30 p. m., New York 9:30 p. m., Baltimore 6:55 p. m., Washington 8:15 p. m., Haltimore 6:55 p. m., Washington 8:15 p. m.

BALTIMORE AND OHIO RAILROAD.

Schedule in effect May 10, 1891. Eastern firms.

For Cumberland, \*2:15 a.m.

For Cum Cresson and Ebensburg Special 2:45 p. m., Saturdays only,
Johnstown Accom., except Sunday, 3:40 p. m.,
Greensburg Accom., 11:15 p. m., week days; 10:20 p. m. Sundays, Greensburg Express, 5:10 p. m.,
except Sunday. Derry Express, 11:00 a. m., except Sunday.
Wall Accom: 6:00, 7:30, 9:00; 10:30 a. m., 12:15, 2:00, 3:20, 4:55, 5:40, 6:25, 7:40, 9:40 p. m., 12:10 a. m.,
except Monday). Sunday, 10:30 a. m., 12:03 a. m.,
except Monday). Sunday, 10:30 a. m., 12:25, 2:20, 5:30, 7:20 and 9:40 p. m.
Wilkinsburg Accom: 6:10, 6:40, 7:20 s. m., 12:01, 4:00, 4:25, 5:20, 5:20, 5:50, 6:10, 10:10 and 11:40 p. m.
Sunday, 1:30 and 9:15 p. m.
Braddock Accom: 5:50, 6:35, 7:45, 8:10, 9:50, 11:15
a. m., 12:24, 1:23, 2:20, 4:10, 6:00, 6:35, 7:20, 8:25, 9:00
and 10:46 p. m., week days. Sunday, 5:35 a. m.
SOUTHWEST PENN RAILWAY.
For Uniontown 5:30 and 8:35 a. m., 1:45 and 4:25

Uniontown 5:30 and 8:35 a, m., 1:45 and 4:25 week days.

MONONGAHELA DIVISION. On and after May 25, 1891. On and after 2 say 25, 1881.

For Monorgabela City, West Brownsville and Uniontown 10:50 a. m. For Monorgabela City and West Brownsville 1:25 and 10:50 a. m., and 4:50 p. m. On Sanday 8:55 a. m. and 1:50 p. m. for Monorgabela City only 1:50 and 5:50 p. m. week days. Dravosburg Accom. 6:50 a. m. and 1:30 p. m. week days. West Elizabeth Accom. 8:35 a. m., 4:15, 6:30 and 11:35 p. m. Sunday, 9:50 p. m. WEST PENNSYLVANIA DIVISION. From FEDERAL STREET STATION, Allegheny

Hy: For Springdale, week days, 6:20, 8:25, 8:50, 10:40, 1:50 a. m., 2:25, 4:19, 5:00, 6:05, 6:20, 6:10, 10:30 and 1:40 p. m. Sundaya, 12:35 and 9:30 p. m. For Butler, week days, 6:55, 8:50, 10:40, a. m., 3:15 10:30 p. m. Excelsior Baggage Express Company will call for and check baggage from hotels and residences. Time cards and full information can be obtained at the ficket office—No. 110 Fifth avenue, corner Fourth avenue and Try street and Union Station.

From Pittsburgh Union Station. ennsylvania Lines.

Trains Run by Central Time. Southwest System-Pan-Handle Route Depart for Columbus, Cincinnati, Indianapolis, St. Louis, points intermediate and beyond: \*2.10 a.m., \*7.00 a.m., \*8.45 p.m., \*11.15 p.m. Arrive from same points: \*1.05 z.m., \*6.00 z.m., \*5.55 p.m.

Depart for Columbus, Chicago, points intermediate and beyond: \*2.10 a.m., †12.05 p.m. Arrive from same points: \*1.05 a.m., †3.05 p.m. Northwest System-Fort Wayne Route Depart for Chicago, points intermediate and beyond: \$5.55 a.m., \*7.10 s.m., \*12.20 p.m., \*1.00 p.m., \$11.20 \$5.55 a.m., \*7.10 s.m., \$12.40 p.m. Artive from same points: \*12.05 a.m., 112.00 p.m. 47.70e from same points: \*12.05 a.m., 112.00 a.m., \*6.55 a.m., \*10.00 p.m., \*6.50 p.m.

The Philadelphia and New York Limited departs for Chicago \*6.45 p.m. Arrives from Chicago \*6.00 a.m.

Depart for Toledo, points intermediate and beyond: \*7.10 a.m., \*12.20 p.m., \*10.00 p.m., 111.20 p.m., \*4.7760e from same points: \$12.40 a.m., \*6.35 a.m., \*6.00 p.m., \*6.50 p.m.

Depart for Cleveland, points intermediate and

Pullman Sleeping Care and Pullman Dines ters run through, East and West, on principal trai both Systems. Time Tables of Through and Local Accomp Time Pitoles of Firedge and Local Accommoda-tion 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 Pena-sylvania Lines West of Pittsburgh.

\*Deily. \*Ex. Suuday. IEx. Saturday. \*Ex. Monday.

IOSEPH WOOD, E. A. FORD, Searce Manager, General Ramanger Agent PITISBURGH, PRNN'A. PITISBURGH, PRNN'A.

PITISBURG AND LAKE ERIE RAILROAD COMPANY. Schedule in effect June 14, 1891, central time—P. & L. E. R. R.—Depart—For Cleveland, 4:20, '8:90 a. m., '150, 4:20, '9:45 p. m. For Cluciannat, Chicago and St. Louis, 4:20 a. m., 1:20, '9:45 p. m. For Suffaio, 8:50 a. m., 4:20, '9:46 p. m. For Suffaio, 8:50 a. m., 4:20, '9:46 p. m. For Sungatown and New Castle, 4:30, '8:00, '9:45 p. m. For Sungatown and New Castle, 4:30, '8:00, '9:55 a. m., 1:30, '1:20, '8:50 p. m. For Beaver Falis, 4:20, 7:90, \*1:20,

4:35 p. m. For Esplen and Beechmont, 7:35 a. m.,
4:35 p. m. For Mannes from Mansfield, 7:55, 11:39 a.
m. 4:25 p. m. From Beechmont, 7:55, 11:39 a.
m. 4:25 p. m. From Beechmont, 7:55, 11:59 a.
m. F., McK. & Y. R. R. — Bepart—For New Haven,
18:20, 10:10 a. m., 7:00, 5:25 p. m.
18:20, 10:10 a. m., 7:00
18:20, 10:10 a. m., 7:00
18:20, 10:20 a. m., 1:20, 4:00
18:20, 10:20 a. m., 1:20
18:20, 10:20 a. m., 1