THE BRIGHT OUTLOOK.

Dun's Review of the State of Trade Especially Optimistic.

BRADSTREET'S REPORT GOOD TOO.

Iron One of the Leading Industries in the The Aer naut Plunged Into Hudson River Better Showing.

EXPORTS ARE RAPIDLY INCREASING

ISPECIAL TELEGRAM TO THE DISPATCH, I NEW YORK, Sept. 11.-Special telegrams to Regulatreet's from the few larger Western and Northwestern commercial centers which have been reporting an enlargement of the volume of general trade within a fortnight or so, indicate that at Chicago, Duluth, Minneapolis, St. Paul, Omaha, Buluth, Minneapolis, St. Paul, Omaha, Kansas City, St. Louis and Cincinnati the previously noted activity in the demand for staple drygoeds, footwear, hats, clothing, general produce and fruit continues. Prices paragraphy are fairly well maintained as a fairly well maintained as the processing of the product of the struck the water and collapsed with him underneath. Several boats of various kinds immediately went to the spot, but there was no trace of White, and his body has not yet been recovered, although the river was naturally are fairly well maintained, as dragged for a long time. well as for rubber, which manufacturers are still buying freely; for lard and pork and hogs, which have been in light receipt, and

lumber as well. Iron is steady, with the production a larly less than one year ago. Significant once it began tossing the bag as an infurinews of the week in this line is that at some ated elephant does his trunk and started important markets, notably Philadelphia and Cincinnati, merchant and manufactured irons have sold a shade higher under im-

tobacco, sugar, tea, and at some markets

COAL, WHEAT AND PLOUR. Anthracite coal is barely steady, although nominally higher, and with genuine restriction of production. Wheat and flour exports to China from San Francisco are continued. In the East flour prices are lower with those for wheat.

Business failures in the United States number 233, against 178 last week and 162 this week last year. The total from January 1 to date is 8,326, against 7,100 last

The exports of wheat, including flour, for total from the United States last week was 5,441,566 bushels. In the like week of 1890, including Montreal, it was only 1,480,058 bushels, and in 1889, excluding Montreal, 1,426,552 bushels; in 1888, 2,739,424 bushels, and in 1887 it was 2,785,100 bushels for the week. For 11 weeks the aggregate, includ-ing flour, exported, excluding Montreal, is 43,551,000 bushels; in 1890 it was 22,036,000 bushels, including Montreal; in 1889 it was 21,146,000 bushels; in 1888, 24,545,000 bushels, and in 1887, 42,402,000 bushels. San Prancisco experiers expect to ship from 2,500,000 to 3,000,000 bushels of wheat a month for the next eight months.

THE SPECULATIVE MARKETS.

500,000,000-bushel theory. Share speculation has been active and dis-

plays increased interest and support. The mrket has, however, encountered prothe rise, and the position of the Gould party has not been altogether satisfactory and the Coal stocks and Atchison, with some of the specialties in which advances made their report, that this sum would be have been general. In spite of the ultra-favorable crop outlook and a general in-154 09. crease of traffic, the Granger stocks were subjected to reactionary tendencies, though the belief that the corn crop was safe caused a mily at the close of the week.

THE FINANCIAL SITUATION. ouching 65.57 per cent, though in spite of arge shipments of funds West the supply outinues good. Foreign exchange has allen 14fd 34 per cent, and reports of further

gold shipments are current. Bonds continue in increased demand, with activity Bank clearings at 58 cities for the week amount to \$1,6 \, 0,245,091, a decrease from the week last year of 5.6 per cent. At 58 cities, New York's total excluded, a decrease from Penn Railroad, Over 150 acres dedicated not advances in low-priced issues. year ago. At Chicago the increase was 5,448,000.

Gross railway earnings in August show a those for July. Grain carrying roads have done best, Southern Pacific road carnings not being so favorable. The total for 134 roads for August is \$40,821,954, an excess over August last year of 7 per cent. The trunk lines make the best exhibit. The gain in August last year over 1889 was 5 The gain in July this year over last was 8.8 per cent. For eight months gross earnings are \$294,591,901, a gain of 5.2 per cent over eight months last year.

A further improvement in demand and price is noticeable in drygoods. Jobbers are active in nearly all departments. Dress goods are particularly active. The demand erally firm, with advances in low grade cottons and 1-16c in print cloths in sympathy with the recent gain in raw cotton prices. Raw cotton is 3ac higher on bullish foreign

IL G. DUN'S OPTIMISTIC REVIEW. R. G. Dun & Co.'s weekly review says: All returns of the condition of business are encouraging. There is no room for doubt improvement in trade. From

nearly every city reporting comes the same cheering information, that business is bet-ter and prospects brighter.

At Boston business is increasing. At Philadelphia the tone of the iron market has much improved. Business is encourag-ing at Buffalo, decidedly improved at Cincinnati and Cleveland, and while it may not be noted at Eastern points generally, some improvement is seen in collections scipts of wheat at Chicago are five times those of last year, of corn double, of rye seven times, and of oats and dressed beef about a third larger, with some increase in wool, while a decrease of a third appears in barley and cured meats. Drygoods sales in August were the largest ever known; the

clothing trade is very large with tair collec-tions and trade excellent. Money is plentiful for legitimate trade. IN THE WEST AND SOUTH.

At Milwaukee business is satisfactory. At Minneapolis sales of lumber are large with prices stiff, and receipts of wheat 1,400,000 bushels, against 500,000 last year. At St. Paul improvement is seen and pros-pects are brighter. At St. Louis shipments of money to the cotton States are increasing, but the market is comparatively easy. At Denver trade improves, and also at Kansas City. Even at the South the improvement s general, especially at Louisville, Mem-blis, Savannah and Atlanta, and at New Orleans trade is more active, rice being especially strong and money in good de-

The great industries are making satifactory progress. Production has been main-tained for three months within about 10,000 tons weekly of the largest quantity ever reached, and the consumption cannot be far behind. A larger demand is seen for finished products, especially for bar iron, and the plate mills are full of orders, but in rails no

Wool is selling fairly well at all the impor ant markets, and there is seen a better lemand for drygoods, which gives much en-

The financial outlook is clear Exports of merchandise from New York for the past two weeks have exceeded those of the same

weeks last year by more than 50 cent, while weess has year by more than 50 cent, while in imports there appears a decrease of about 20 per cent. The opening of Germany and Denmark to American pork products has lifted the price of pork 50 cents a barrel. With the greatest crops ever grown, and an unprecedented foreign demand for grain and meats, the prosect must be considered unsually encouraging.

ONE MORE BALLOON HORROR.

Under His Airship and Drowned. NEW YORK, Sept. 11 .- A man who gave his name as George White, of Chicago, was drowned in the Hudson river late Wednesday afternoon, after making a balloon ascension from the pleasure grounds known as El Dorado. The balloon rose rapidly until it was almost out of sight, the aeronaut meanwhile drawing himself up on the

bar and sitting upon it.

Suddenly the balloon began to descend very quickly when directly over the Hudson river, and while slipping off the bar he hung from it by his hands until the balloon

Chartiers Borough Startled.

About noon yesterday a horse which was attached to a wagon lightly laden, the cargo being bedsprings, was apparently at peace is used with all the world and contentedly munchdown Chartiers avenue. Christ Steinmiller, a butcher, made a dive and caught the animal by the rein, but was shaken off and thrown in the street, and both wheels of the wagon passed over him. How much Stein-miller was hurt could not at the time be ascertained, but he seemed to make less of it than some of the crowd roundabout. He has just got out of bed this week after a five weeks' siege of typhoid fever. The horse was caught before my rurther mischief was done. McKee's Rocks isn't a borough, and it has no ordinance against allowing horses to stand unhitched in the street.

A Signal Tower Man's Fatal Error.

PHILADELPHIA, Sept. 11.-A serious accident occurred this morning in the vicinity of Twenty-fifth and Wolf streets, by the the week from United States ports, aggregated 4,659,232 bushels, or, including Montreal's shipments, 5,047,528 bushels. The nia road at the the intersection of the two lines. George Wright, the engineer of the Baltimore and Ohio engine, and Henry Carroll, a brakeman, were caught in the wreck and each had his right leg crushed. Carroll died in half an hour. The accident is attributed to the negligence of Ulysses Ghatman, telegraph operator in the Balti-more and Ohio signal tower, and he has

Big Celebration at Homestead.

Major Denniston has been chosen Chief Marshal and has issued orders for the parade at Homestead on the occasion of the unveiling of the soldiers' monument at the The decline in the price of wheat, which | Homestead Cemetery, on the anniversary of has continued several weeks, shows signs of | the battle of Antietam, Thursday afternoon, being followed by a reaction. Some news-papers interpret the last Government wheat and civic organizations of the town and erop report as indicating a crop of 545, many visiting ones will participate in the 000,000 bushels, while others persist in the will be a campfire.

Treasurer Kraft's Shortage.

By a mistake in the types THE DISPATCH was made to say yesterday that the shortage in the accounts of Gottlieb Kraft, Treasurer to the bulls. The buying movement was of Sharpsburg, would be about \$1,000. This shifted to the Vanderbilts, the trunk lines should have been \$10,000. It was learned exceeded, the actual deficiency being \$12,-

A Retired Army Officer's Suicide. DETROIT, Sept. 11.—Captain Frederick

S. Dodge, a retired army officer, who has been deranged for some years, committed The New York money market has been suicide during last night at his residence by shoeting himself through the top of the maching \$157 per cent, though in spite of head. The shot was not heard by his family, and he was found this morning lying in bed has | with the revolver in his hand.

> EVENTS-A running comment on recent events of world-wide interest is a feature of the Sunday issue of THE DISP . TCH.

crease of 3.6 per cent is shown. There were decreases at New York of \$45,750,000, at Boston, \$4,360,000, and at Philadelphia \$15,047,000, as compared with the week a stores completed. Natural gas and coal in abundance. Several extensive manufacturabundance. Several extensive manufactur-ing plants already located—one in operation and others being erected. The most solid and substantial manufacturing smaller gain over that month, 1890, than do town in Western Pennsylvania, and gives undoubted assurance of permanence and prosperity. Great public sale on the property next Wednesday morning. Special free express train from West Penn depot, Federal street, Allegheny, at 8 o'clock on morning of sale. Free tickets and plans from Law W. Drane & Co. Accepts and from Jas. W. Drape & Co., Agents and Auctioneers, 313 Wood street.

Elegant Presents for the Boys.

To-day, free to every boy, these four presents. Boys, take your choice of the Cork-tipped compressed air gun, Eden's zoological gardens,

The fancy fog horns,
Ornamented trumpets with chimes.
Nice, neat suits for boys in a big variety f patterns, \$1 50, \$2 50 and \$3.

See us to-day. P. C. C. C., Pittsburg Combination

Clothing Company, corner Grant and Dia-

Western University of Pennsylvania. Examinations for entrance at the Western University will be held next Monday and Tuesday at the University. Those who desire to be matriculated will report at the office of Prof. A. E. Frost, the Registrar, at 9 o'clock, if possible. Recitations will begin upon Wednesday morning, and all the un-dergraduates are expected to report at the University Chapel on that day at 9 A. M. W. J. HOLLAND.

Exposition Offering.

Your picture free, and handsomely framed, given away during the Exposition, by Hendricks & Co., No. 68 Federal street, Allegheny, with every dozen. Cabinets, \$1. No extra charge for family groups.

REAL ESTATE SAVINGS BANK, LIM.

401 Smithfield Street, Cor. Fourth Avenue Capital, \$190,000. Surplus, \$69,000. Deposits of \$1 and upward received and interest allowed at 4 per cent.

Mas. Wisslow's Soothing Syrup for children teething relieves the child from pain.
Trawk

THE Standard Cash Register after careful examination have adopted the Caligraph.

EXTRAORDINARY values in cashmere and woolen shawls and embroidered fichus, at Rosenbaum & Co.'s.

BEER is the unrivaled beverage of all classes. The Iron City Brewing Co.'s "Pilsner" brand is of superior quality. Best dealers keep it. Telephone 1186.

like new at Linnekin's, 638 Penn avenue, Pittsburg, and 174 Federal street, Allegheny. C. Baenerlein Brewing Company,

LADIES' jackets cleaned or dyed to look

Bennetts, Pa., telephone 1018, brewers and bottlers of standard lager and wiener export beer. The trade and families supplied.

MEN's underwear. Fall weight. JAMES H. AIKEN & Co., 100 Fifth ave.

USES FOR

The Duquesne Traction Company Attempts Crude Petroleum as a

Its Cost Is Cheaper Than That of the Black Diamonds and Is

SUBSTITUTE FOR COAL AND GAS.

EASILY APPLIED TO ANY BOILER

Problems, the solutions of which are agitating the public mind, are, what shall be done with the daily increasing smoke and what shall be done with the surplus oil. With regard to the former the evil is proposed to be met by the use of smoke consumers; and they may be very effective in disposing of any smoke they may be called upon to grapple with. It does not seem to be understood in Pittsburg that a much better plan of disposing of the smoke would be not to have smoke to dispose of. The fact is overlooked that the use of oil as a fuel in lieu of coal will also dispense with the smoke nuisance. In this respect Chicago and Cleveland are much in advance of this city, and in both cities oil fuel

is used with great success, and cheaply. With crude petroleum most shade heavier than a month ago, but similing some oats from a nose bag when all at bountifully supplied almost on the threshonce it began tossing the bag as an infuri- hold of the city it is a matter for surprise that this description of fuel has not been utilized long before this. -Perhaps it is that Pittsburg, with her usual tardiness in recognizing good things, has waited for outside encouragement before undertaking to use a product which is peculiarly her own. Trials of this fuel for iron making purposes made at Lindsay & McCutcheon's mill, in Allegheny, about two years ago were considered by General Manager Hamilton to be immensely satisfactory, and Dilworth, Porter & Co. also introduced oil as fuel with similar success. Outside of these efforts nothing has bean done in the direction of utilizing oil for boiling iron or steam raising until the smoke nuisance made it an object with one consumer of coal to cast about for a substitute. This was the Duquesne

> SUCCESSFUL TESTS AT BEN VENUE. If there is any lingeriug doubt in the minds of Pittsburgers as to the applicability and economical use of crude petroleum as a steam raising fuel, such must be dispelled by the results attained at the Ben Venue power house of that company. Two things have been demonstrated; that the oil is as cheap a fuel as coal, and that it is smokeless as well as comparatively odor-less. The setting of a furnace for oil fuel is not more expensive than the construc-tion of any new furnace, and in the case of old furnaces, the change is inconsiderable in cost. In short it has been successfully demonstrated that crude petroleum can be substituted for both natural gas and coal with economical results; at once opening up a new field of consumption to oil operators as well as securing the desideratum of

smokeless combustion. The Duquesne Traction Company has two batteries of five boilers each in its power house, One of these batteries was running yesterday with coal and the other was being worked with crude petroleum. Thus relative figures as to the cost of each system was obtainable, and the value of each description of fuel in a measure gauged. The plan of burning the petroleum was fully explained to a DISPATCH reporter by Chief Engineer Julian E. Smith, who is responsible for the methods adopted. The plan is his own, and he finds it so successful that he has applied for letters patent for a construction of boiler furnaces as adapted to this use.

Mr. Smith's system is as follows: The furnace is divided into three chambers, separated by brick walls extending nearly the entire length of the helicy which is 18 feet.

arated by brick walls extending nearly the entire length of the boiler, which is 18 feet long. Under each chamber is an air flue, the air passing upward into the combustion chamber through perforations in the floor.

CONSTRUCTION OF THE FURNACE. Crude petroleum is carried from a tank in the yard, by gravity, through pipes to the rear end of the furnaces and introduced through a quarter-inch pipe into the two side chambers, one pipe to each. A steam pipe laid from the front of the boilers passes through the center chamber and is connected by a half-inch pipe with the oil pipe. The two pipes meet in a Reed's burner, the steam driving the oil into the side chambers. The steam by being passed through the center chamber is completely dried, so that when it meets the oil it forms a gas calculated to give good results in heat. The gas carried through the side chambers meets at the front end and sweeping around the bending walls passes up the center cham-ber and so into the tubes. The effect of this distribution of the gas is that fully two-thirds of the surface of the boiler is sub-jected to the action of the flame which is

jected to the action of the flame which is uniform and spread over the heating area.

The boilers are kept going day and night at a pressure of 100 pounds to the square inch. One battery of five boilers consumes 30 tons of coal every 24 hours. This at \$\frac{1}{2}\$ 45 per ton would be \$\frac{1}{2}\$ 45 per day. The battery of five boilers with the petroleum furnaces consumes 80 barrels of oil in 24 hours at a cost of 50 cents, per barrel or hours at a cost of 59 cents per barrel, or \$47 20 per day. The costs of the respective fuels are thus nearly equal, but the balance is on the side of the oil when the saving in labor incidental to firing with coal is reck-oned. Fifty-nine cents is above the price at which it is considered crude petroleum could be obtained under circumstances call-

ing for a large consumption. IT IS CHEAPER THAN NATURAL GAS. Mr. Smith said yesterday he would put the other battery under oil just as soon as he could get permission to do so. He be-lieves it will eventually supersede coal, and he says its cheaper than natural gas at 25

cents per 1,000 feet.

Speaking about the uses to which crude petroleum could be applied, Mr. Smith said that if he had the time he felt he could build a furnace for puddling iron which would give as satisfactory results with oil as the fluid did under his boilers. There was no reason why oil could not be used in iron mills and glass houses, and it certainly could be applied as a steam raiser as was here demonstrated. Mr. Smith said his petroleum furnace would be fully covered

petroleum furnace would be fully covered by patents.

Lindsay & McCutcheon's experiment with oil for puddling iron was also successful. Why it was not subsequently adopted is stated to be because the firm had contracted for gas for a period. Under the system employed at these works there was no gas formed with the aid of steam. The oil was allowed to drip from a barrel upon heasted bricks and combustion following the flames were drawn in upon the iron by draught. The opinion has been expressed that oil would come into more general use as a fuel if facilities were provided for its easy and safe transportation. The ventilaeasy and safe transportation. The ventila-tion of the ma ter may have some effect in bringing the subject before those who are immediately interested in it.

POLICE-A description of the Irish constabulary in THE DISPATCH to-morrow.

McIntosh, Hemphill & Co. yesterday secured the contract for the construction of the new steel plant at New Castle, being recreted by the Shenango Valley Steel Company, and which has previously been noted in these columns. The contract involves nearly \$300,000. The plant when completed will be one of the most modern and improved will be contract. proved mills in the country. A site will be selected this week, and the buildings, which are to cover about 45,000 square feet, will be erected immediately in order to permit of indoor work during the coming winter.

WOMEN-All the latest fads and fancter of the fair sex from the pen of Margaret Welch in THE DISPATCH to-morrow.

TO RATIFY THE SALE.

tockholders of the Union Switch and Signal

Company to Meet. The annual meeting of the stockholders of the Union Switch and Signal Company will be held at Swissvale next Wednesday. In his annual report President E. H. Good-man will say: "The Board of Directors respectfully represent to the stockholders that it is greatly to their interest that the sale heretofore made to the Westinghouse Electric Company of its property (meaning the Garrison alley property) shall be ratified and consummated, there still remaining in the hands of the electric company a large amount of purchase money still unpaid, which the interests of the company require the payment of."

the payment of."

A large stockholder who is familiar with the affairs of both the Union Switch and Signal Company and the Westinghouse Electric and Manufacturing Company, said: "The sum of \$100,000 was paid the Union Switch and Signal Company by the Westinghouse Electric Company by the Westinghouse Electr inghouse Electric Company, leaving \$75,000 unpaid. This amount has been drawing 6 per cent interest since 1886, making the difference at present about \$100,000. This difference at present about \$100,000. This sum is expected to come from the Reorganization Committee of the Westinghouse Electric and Manufacturing Company, which will give the Electric Company a clear title to the property. When the Union Switch and Signal Company bought the property and plant, 6 per cent bonds to the extent of \$350,000 were issued, of which the Westinghouse Airbrake Company took \$296,000 and the remaining \$54,000 were disposed of in speculative circles. Interest on these bonds to the extent of \$100,000 due on these bonds to the extent of \$100,000 due on the holdings of the Westinghouse Airbrake Company has not been paid. By the adoption of the resolutions drawn up by the Union Switch and Signal Company, the company will be able to pay up its back interest to the Airbrake Company."

SELLING ALL FOR MORPHINE

Arrest of a Beaver Couple Both, Victims of

the Habit. C. C. Jaxsinner, a morphine and cocaine victim from Butler, was picked up by the police while endeavoring to pawn a lot of jewelry in a pawnshop Thursday afternoon. He was accompanied by his wife, and their seedy appearance caused Detective Robinson to suspect them and take them to Inspector McAleese's office. At first it was supposed from their manners that both were under the influence of liquor, but finally it was found that they were both confirmed opium and cocaine users. They had come here Thursday from their home at Butler and expected to realize from the sale of their jewelry, relies of their former pros-perity, enough to start him in a small way in his business as an oculist. At least

that was their story.
Superintendent Weir telegraphed to friends the couple named at Butler, and yesterday morning Mrs. Jaxsinner's relatives came down and took her and her two children back to Butler. They stated that Jaxsinner had at one time been prosperous and well-to-do, but had contracted the morphine habit, and after ruining himself finan-cially and physically, had induced his wife to use the drug. She is now nearly as de-voted to it as her husband. He is a physical wreck. His body is covered with marks left by the hypodermic syringe, but he still shows evidences of a former bright intel-

The police have prevented the couple from pawning their jewelry, and last evening Jaxsinner was put on a train and sent back to Butler, to be cared for by his relatives. They will probably place him under the bi-chloride of gold treatment for the cure of the morphine habit.

A WAR AGAINST THE TRUSTS.

District Attorney Lyons Does Not Know of Any Local Prosecutions.

Attorney General Miller has received several communications from District Atorneys, stating that they were investigating cases against certain trust organizations, under the act of Congress passed last year. This was a law to protect trade and comperce against unlawful restraints and monopolies. The Attorney General stated that the cases would be presented to the Grand Jury at the October terms of the United States District Courts. The Dressed Beef Trust and the Standard Oil Trust are the more important ones to be proceeded against. The examination of the particular cases has been left to the District At-

tornevs. United States District Attorney Walter United States District Attorney Walter Lyon was asked yesterday if he had any knowledge of the above. He said that he had not been interested in any such cases. When asked if he had any such investigation or suit in contemplation he said that he had not, and that it was not his duty to hunt up cases of the kind, but that he could only hear of them by persons interested bringing them to his attention, or by the newspapers alighting on some trust or comnewspapers alighting on some trust or com-bination and ventilating it methods.

SPORTS-A review of the sporting events of the week is a feature of THE DISPATCH to-morrow. All the news. Leading sport ing paper.

The Catholic Knight's Defalcation

CHATTANOOGA, Sept. 11.—President Coleman, of the Catholic Knights of America, is here investigating the accounts of M. J. O'Brien, treasurer of the order. Mr. O'Brien is out of the city and President Coleman has taken charge of the office. Thus far in the investigation of accounts there is an apparent deficit of about \$30,000 which, in the absence of Mr. O'Brien, is unexplained.



MUST BE AVOIDED,

or you buy at your own risk—anything purporting to be Dr. Pierce's medicines, sold by unauthorized dealers at less than the regular prices. You risk the getting of old bottles refilled, dilutions of the genuine medicines, imitations, and substitutes. To prevent all this, and to protect

the public from fraud and imposition, the genuine guaranteed medicines of Dr. R. V. Pierce are now sold only through druggists, regularly authorized as agents, and at the following long-established prices:

Golden Medical Discovery (for Liver. Blood, and Lung Diseases), . . \$1.00 Favorite Prescription (for woman's weaknesses and ailments), . . \$1.00 Pleasant Pellets (for the liver), 25c.

Comp. Ext. Smart-Weed, . . 50c. Dr. Sage's Catarrh Remedy, . 50c. If money is an object, you can save it by being sure of the genuine medicines. You will have to pay the above prices, but in the end Dr. Pierce's remedies are the cheapest you can buy, for you pay only for the good you get. They're guaranteed to give satisfaction, or you have your money back.

"Value received, or no pay,"can't get these terms with any other medicines, at any price.

A TRUCE IS POSSIBLE.

The Attorney of the Itata Receives a Prope

sition From the Attorney General. SAN FRANCISCO, Sept. 11.—Charles Page, attorney for the Chilean Congressional party in this city, has received a dispatch from the United States Attorney General, asking if he would sign a stipulation agreeing to the postponement of the hearing of the Itata case. Mr. Page replied that he would if the Government would agree to release

the Itata on bonds.

Persons who will feel most keenly the release of the Itata are the Marshal of South-ern California and his deputies. If the condemnation proceedings against the vessel had been successful a molety of the sum received on the sale of the ship and cargo, which would have approximated \$100,000, would have been paid over to them.

SEASHORE—A charming letter from Rose Hawthorne Lathrop in THE DIS-PATCH to-morrow will close the series on notable summer resorts by eminent Amer-ican authoresses. Don't miss the last one.

The Chickasaw Governor for Peace. ARDMORE, I. T., Sept. 11 .- The Chickasaw Legislature convened yesterday. Both Houses adjourned to meet Tuesday. The Legislature listened to Governor Byrd's message. The Governor recommends that in place of the present permit law, there be enacted a law which will be peaceable in its application in the removal of intruders.



"WE ARE HAPPY, EN! MY BOY? We are happy because of our glorious health; for Health, my boy, is Happiness."

What picture can equal that of a young mother and child in perfect health? and what a rare sight it is. LYDIA E. PINKHAM'S Compound possesses those health-giving proper-ties so important to both mother and child. It is the only Legitimate Remedy and Positive Cure for those peculiar weaknesses and ailments incident to women. Every Druggist sells it as a standard article, or sent by mail, in form of Pills or Lozenges,

on receipt of \$1.00.

Mrs. Pinkham freely answers letters of inquiry. Enclose stamp for reply. Send stamp for "Guide to Health and Istiquette." a beautiful illustrated book. Lydia E. Pinkham Med. Co., Lynn. Mass.

Leaves a Delicate and Lasting Odor After Using.
If unable to procure SHANDON BELLS SOAP send
Scin stamps and receive a cake by return mail.

JAS. S. KIRK & CO., Chicago SPECIAL. -Shandon Bells Waltz (the popular Society Waltz) sent FREE to anyone sending us three wrappers of Shandon Bells Soap. Send 10c in stamps for sample bottle Shandon Bells Perfume. 868-9-D

All We Ask Dollars.

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***See our nobby MERCHANT TAILOR
MADE Suits, Overcoats and Pantaloons.

FALL AND WINTER FASHIONS. \$10 TO \$30 will buy a suit of clothes made up in all styles; former prices ranged from \$20 to \$65.

\$10 TO \$25 for a swell English top coa NOTICE-Take elevator for overcost de



Opposite City Hall.



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SURGICAL INSTRUMENT
ESTABLISHMENT.
Specialties: Scientific fitting
of TRUSSES, appliances for
DEFORMITY and ARTIFICIAL LIMBS. Largest stock
of surgical instruments in

of surgical instruments in Western Pennsylvania. Large illustrated catalogue free to mhl8-99-rrssu MATHEMATICALINSTRUMENTS OF EVERY DESCRIPTION. Catalogues and Price Lists on Application.

WM. E. STIEREN, Optician,



544 SMITHFIELD STREET

CABINETS. Office Specialty Co., AMUSEMENTS.

TO-NIGHT-Matinee Saturday, THE ORIGINAL AND FAMOUS HANLON BROS. GRAND FAIRY SPECTACULAR

First Floor, 50c, 75c, \$1-Reserved. Dress Circle, 25c, 50c, 75c-Reserved. Gallery, 15c. Admission, 5oc. SPECIAL PRICES-Wednesday Matinee:

First Floor, 50c-Reserved. Dress Circle, 25c-Reserved.

ONE WEEK. MONDAY, Sept. 14. Regular Matinees-WED, AND SAT.

THE GORMANS MINSTRELS JAMES, JOHN AND GEORGE GORMAN,

And a Mammoth Company of Minstrel Comedians in an Original and Unique Entertainment.



EXPOSITION PARK, ALLEGHENY-

E TO-NIGHT,
Special performance of Owen's Superb Spectacle,
"THE FAIRIES' CARNIVAL."
By special request the ladies of the Homeopathic Hospital have concluded to give the "Fairies' Carnival" at greatly reduced prices.
Admission, 50c; children, 25c; box seats, 75c
No seats reserved.

No seats reserved.

HARRY WILLIAMS' ACADEMY,
To-night—Matinees Tuesday, Thursday and Saturday,
Labor Day—Matinee at 2. Night prices.
SAM T. JACK'S
CREOLE BURLESQUE COMPANY.
se7-25

HARRIS' THEATER—
Mrs. P. Harris, R. L. Britton, T. F. Dean,
Proprietors and Managers. Every afternoon
and evening, the comedy drama, "INSIDE
TRACK." Week Sept. 14—"The Runaway
Wife."

se8-29-rrs MARRY DAVIS' FIFTH AVENUE
MUSEUM-THEATER.
Skeleton Dude. Quarter Ton Girl. Golden
Temple of Art and Music.
Admission, 10 cents; children, 5c. Open 1 to
5;7 to 10 r. m. sel0-8

Koch says lupus (eating ulcer) is tubercle, and lymph cures it. No substance in existence cures lupus so rapidly as Cactus Cure. No failures, no relapses. The same with all scrofulous and specific diseases, whose names, are legion. First and only purely and vegetable blood purifier known. Sold by JOSEPH FLEMING & SON, Druggists, 412 Market st., Pittsburg. From 100 dozen large Puff and Teck

STEAMERS AND EXCURSIONS.

TO ITALY, ETC.—FALL AND WINTER tours by the new passenger steamer service of the Norddeutscher Lloyd; direct fast express route to the Mediterranean. For particulars apply to MAX SCHAMBERG & CO., 527 Smithfield st., Pittsburg, Pa. Se3-82-TIS AMERICAN LINE.

Sailing every Wednesday from Philadel-phia and Liverpool. Passenger accommoda-tions for all classes unsurpassed. Tickets sold to and from Great Britain and Ireland, Norway, Sweden, Denmark, etc. PETER WRIGHT & SONS, General agents, 305 Walnut st., Philadelphis Full information can be had of J. J. Mc CORMICK, Fourth avenue and Smithfield st LOUIS MOESER, 616 Smithfield street. mb8-44-rrs

UNARD LINE—NEW YORK AND LIVER
CUNARD LINE—NEW YORK AND LIVER
North river: Fast express mail service, Aurania,
September 12, 11:39 A. M.; Gallia, September 10, 3 P.
M.; Umbria, September 13, 6 A. M.; Servia, Sentember
28, 12 M.; Bothnia, September 30, 3 P. M.; Rituria,
October 3, 5:30 A. M.; Aurania, October 10, 16 A. M.;
Gailia, October 14, 2 P. M. Cabin passage—860 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. Vermon H. Brown &
Co., J. J. MCCORMICK, 629 and 404 Smithfield
street, Pittsburg.

ALLAN LINE

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

ACCOMMODATIONS UNSURPASSED. STATE SERVICE OF STEAMSHIPS.

STATE STEAMSHIPS. NEW YORK AND GLASGOW,
via Londonderry, every Fortnight.
Sept. 17, State of Nevada, 2-P. M.
Oct. 1, State of Nebraska, 8:30 A. M.
Oct. 15, State of California, 1 P. M.
CABIN, 355 and upward. Return, \$55 and upward.
Steerage, \$19.

Apply to J. J. McCORMICK, 629 Smithfield street. WHITE STAR LINE—
For Queenstown and Liverpool.
Royal and United States Mail Steamers.
Germanic, Sept. 16, 5 a m Germanic, Oct. 14, 2:30 pm
Teutonic, Sept. 30, 5 a m Britannic, Oct. 28, 2:30 pm
Majestic, Oct. 7, 8:30 a m Majestic, Nov. 4, 7 a m
From White Star dock, foot of West Tenth

From White Star dock, foot of West Tenth street.

Second of hin on these steamers, Saloon rates, \$50 and upward. Second cabin \$35 and \$40. 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 H. MAITLAND KERSEY, General Ageut, 29 Broadway, New York.

PITTSBURG AND LAKE ERIE RAILROAD
COMPANY—Schedule in effect June 14, 1891, central time—P. & L. E. R. —Depart—For Cleveland, 4:20, *5:00 a. m., *1:50, 4:20, 9:45 p. m. For Cincinnati, Chicago and St. Louis, 4:30 a. m., *1:50, *2:45 p. m. For Buffalo, 8:00 a. m., 4:20, *9:45 p. m. For Salamanca, *5:00 a. m., *1:50, *9:45 p. m. For Salamanca, *5:00 a. m., *1:50, *9:45 p. m. For Rougetown and New Castle, 4:20, *8:50, *9:45 p. m. For Beaver Falls, 4:20, 7:20, *2:35, *7:50, *8:50, *9:45 p. m. For Beaver Falls, *1:00, *1:20, *8:50, *8 P. C. & Y. trains for Mansfield, 7:35 a. m., 12:10
P. C. & Y. trains for Mansfield, 7:35 a. m., 12:10
135 p. m. For Esplen and Beechmont, 7:35 a. m.,
14:35 p. m.
P. C. & Y. trains from Mansfield, 7:06, 11:59 a. m.,
P. C. & Y. trains from Mansfield, 7:06, 11:59 a. m.,
P. McK. & Y. M. R. —Depart—For New Haven,
18:20, 10:10 a. m., 12:00, 5:25 p. m.,
18:20 p. m., From West Newton, 6:15, 79:00 a. m., 75:20
p. m., From West Newton, 6:15, 79:00 a. m., 75:29
p. m. For McKeesport, Elizabeth, Monongaheia City and Belle Vernon, 6:45, 11:65 a. m., 4:60 p. m. From Betle Vernon, Monongaheia City, Elizabeth and McKeesport, 6:20, 7:46 a. m., 1:20, 4:66 p. m. Thally. Sundaya only. City the

PITTSBURG AND WESTERN BAILWAY-Mail. Butler. Clarion, Kane 6:40 a m 11:20 a m Akron and Erle 7:30 a m 7:30 p m Butler Accommodation 9:20 a m 3:35 p m New Castle and Butler 3:05 p m 9:10 a m Chicago Express (daily) 2:00 p m 1:55 a m Zeltenople and Butler 4:25 p m 3:30 a m Butler and Foxburg, 5:30 p m 7:00 a m First-class fare to Chicago, \$10 50. Second class, 9 50. Puliman buffet sleeping car to Chicago daily.

NEW ADVERTISEMENTS. \$2 TO-DAY

FOR YOUR CHOICE!





THE DUNLAP SOUARE.

THE KENSINGTON SOUARE,

They're of strictly fine quality, guaranteed equal to the best \$3 hats sold elsewhere. Kaufmanns' special price to-day only \$2.

cluding Fisk, Clark & Flagg's and Keys & Lockwood's celebrated goods. For to-day we announce the following three specialties:

All the new styles now ready, in-

From 200 dozen entirely new Teck

and Four-in-Hands; same quality as retailed at other houses for 40c. 39c for Choice

25c for Choice

Scarfs, in latest fall shapes and colors: offered elsewhere at soc.

50c for Choice From a beautiful line of regular \$1 Puffs and Tecks, in exquisite and highly fashionable blue and red col-

to match, 29c a pair. See window display of Underwear.

PENNSYLVANIA RAILROAD. SCHEDULE IN EFFECT 12.01 P. M., JULY 19, 1891. Trains will leave Union Station, Pittsburg,

MAIN LINE EASTWARD.

as follows (Eastern Standard Time):

MAIN LINE EASTWARD.

New York & Chicago Limited of Pullman Vestibule
Cars daily at 7.15 A. M., arriving at Harrisburg at
1.58 F. M., Philadelphia 4.45 F. M., New York 7.09
P. M., Baltimore 4.40 F. M., Washington 5.55 F. 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.
Atlantic Express daily at 2.20 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 Accommodation daily, except Sunday,
5.25 A. M., arriving at Harrisburg 2.50 P. M.
Harrisburg 2.50 P. M., Philadelphia 5.20 P. M., New
York 9.35 P. M., Baltimore 6.45 P. M., Washington 8.15 P. M.
Mail Express daily at 12.50 P. M., arriving at Harrisburg 10.00 P. M., connecting at Harrisburg with
Philadelphia Express.
Philadelphia Express.
Philadelphia Express
Am., Philadelphia 4.25 A. M.,
and New York 7.10 A. M.
Eastern Express at 7.15 P. M. daily, arriving Harrisburg 2.25 A. M., Haltimore 6.50 A. M., and
New York 8.00 A. M., Philadelphia 5.25 A. M., and
New York 8.00 A. M., Philadelphia 5.50 A. M., and
New York 9.00 A. M., Philadelphia 5.50 A. M., and
New York 9.00 A. M., Baltimore 6.50 A. M., New
York 9.00 A. M., Baltimore 6.50 A. M., New
York 9.00 A. M., Baltimore 6.50 A. M., New
York 9.00 A. M., Baltimore 6.50 A. M., Washington 7.30 A. M., Philadelphia 5.50 A. M., New
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York 9.00 A. M., Saltimore 9.00 A. M., Saltimore
York 9.00 A. M., Saltimore 9.00 A. M., Washington 7.30 A. M., Philadelphia 5.50 A. M., New
York 9.00 A. M., S

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

ON AND AFTER MAY 25th, 1891. For Monongahela City, West Brownsville, and Uniontown 10.40 A. M. For Monongahela City and West Brownsville 7.25 and 10.40 A. M., and 4.50 F. M. On Sunday, 8.55 A. M. and 1.01 F. M. For Monongahela City only, 1.01 and 5.50 F. M. week-days. Dravosburg Accom., 5.00 A. M. and 3.20 F. M. week-days. West Elizabeth Accom., 8.35 A. M., 4.15, 6.30, and 11.35 F. M. Sunday, 9.40 F. M.

WEST PENNSYLVANIA DIVISION.

ON AND AFTER MAY 25th, 1891. From FEDERAL STREET STATION, Allegheny From F. Ellista.

City:
For Springdale, week-days, 5.20, 8.25, 8.50, 10,40, 11.50, A. M., 2.25, 4.19, 5.00, 6.05, 6.20, 8.10, 10,30, and 11.40 F. M. Sundays, 12.35 and 9.30 F. M. For Butler, week-days, 6.55, 8.50, 10.40 A. M., 3.15, and 6.05 F. M. week-days, 6.55, 8.50, 10.40 A. M., 3.15, 4.19, 5.00, 8.10, 10.30, and 11.40 F. M. Sundays, 12.35 and 9.30 F. M. For Apollo, week-days, 19.40 A. M., and 5.00 F. M. For Apollo, week-days, 19.40 A. M., and 5.00 F. M. For Blairsville, week-days, 6.55 A. M., 3.15 and 10.30 F. M.

For Biairsville, week-days, now at the P. M.

##6 The Excelsior Baggage Express Company will call for and check Baggage from Hotels and Residences. Time Cards and full information can be obtained at the Ticket Offices—No. 110 Firth Avenue, corner Fourth Avenue and Try Street, and Union Station.

CHAS. E. PUGH.

General Manager, PITTSBURG AND CASTLE SHANNON R. R.—
Summer Time Table. On and after June 7,
1891, until further notice, trains will run as follows on every day, except Sunday. Eastern
standard time: Leaving Pittsburg—6:25 am, 7:15 a
m 8:00 am, 9:25 a m, 11:00 am, 11:50 p m, 3:15 p m,
1:10 p m, 5:15 p m, 6:20 p m, 9:30 p m, 11:30 p m,
1:10 p m, 5:15 p m, 8:20 a m, 7:10 a m, 8:06 a m,
10:25 a m, 1:00 p m, 2:40 p m, 4:20 p m, 5:00 p m,
1:15 p m, 10:20 p m, 2:40 p m, 4:20 p m, 5:10 p m,
1:15 p m, 0:20 a m, 12:55 p m, 2:35 p m, 5:10 p m,
2:20 p m, Arlington—2:10 a m, 12:10 p m, 1:30 p m,
4:20 p m, 6:20 p m.

weight Underwear and avoid catching a bad cold. The following three specialties will be offered to-

Sanitary Wool Underwear, Pleasant to the skin, fine goods, at only 75c. Half Hose to match at

only 24c per pair. Glastonbury Health Underwear, For which we are sole agents in

Pittsburg, made of pure wool, at 98c.

Half Hose to match, 25c a pair.

Australian Wool Underwear, Made of extra fine and soft Lamb's Wool, at only \$1 19. Half Hose

Southwest System-Pan-Handle Route

ors and shades. **KAUFMANNS**' Fifth Ave. and Smithfield St.

From Pittsburga Union Station. ennsylvania Lines. Trains Run by Contral Time. as follows (Eastern Standard Time):

> 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: *1,06 a.m., *6.00 a.m., *5.55 p.m.
>
> Depart for Columbus, Chicago, points insermediate and beyond: *2.10 a.m., †12.05 p.m. Arrive from same points: *1.05 a.m., †8.06 p.m. Northwest Sys:em-Fort Wayne Route Depart for Chicago, points intermediate and beyond:
> *8.55 a.m., *7.10 a.m., *12.20 p.m., *1.00 p.m., 111.20
> *8.55 a.m., \$12.05 a.m., \$12.05 a.m., \$12.05 p.m. Arrives from same points: *12.06 a.m., 112.40 a.m., *6.35 a.m., *6.00 p.m., *6.50 p.m. The Philadelphia and New York Limited departs for Chicago *8.45 p.m. Arrives from Chicago departs for Chicago *8.45 p.m. Arrives from Chicago *6.00 a.m. Depart for Toledo, points intermediate and beyond: 7.10 a.m., *12.30 p.m., *1,00 p.m., 11.20 p.m. Arrive from same points: \$12.40 a.m., *6.35 a.m., *6.00 p.m., 0.550 p.m. for Cleveland, points intermediate and beyond: †6.10 a.m., *7.10 a.m., †12.45 p.m., *11.06 p.m., Arrive from same points: *6.50 a.m., \$2.15 p.m., *6,00 p.m., †7.00 p.m.

Pullman Sleeping Cara and Pullman Dining Cara un through, East and West, be principal trains of both Systems. Time Tubles 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 Pena-sylvania Lines West of Pittsburgh. *Daily, 'Ez. Sunday, 'Ez. Saturday, 'Ez. Monday, JOSEPH WOOD, E. A. FORD, Genera Kanager, Seneral l'ansenger Agest,

PITTINGH PENN'A BALTIMORE AND OHIO RAILEOAD.

Schedule in effect May 10, 1891. Fastern time.
For Washington, D. C.,
Baltimore, Philadelphia,
and New York, 2:18 a. m.
and 7:20 p. m.
For Cumberland, 2:15 a.
m., 11:10, 2:13 p. m.
For Connellsville, 25:20,
2:15 a. m., 11:10 and 3:15 p.
m.
For Uniontown, 25:20,
2:15 a. m., 11:10 and 3:15 p.
m.
For Connellsville and For Connellsville and

Unionfown, 8:35 a. m., Sunday only.
For Mt. Pleasant, 25:40 a. m. and 18:15 a. m. and
1:10 and 9:15 p. m.
For Washington, Pa., 7:20, 55:20, 20:30 a. m.,
4:00, 30:30, and 7:35 p. m.
For Wheeling, 17:20, 55:30, 20:30 a. m., p. m. For Cincinnati and St. Louis, 7:20 s. m. 7:50 p. For Cheinnati and St. Louis, 7:23 a. m. 7:28 p. m.
For Columbus, 7:20 a. m. 7:25 p. m.
For Newark, 7:20 a. m. 7:25 p. m.
For Chicago, 7:20 a. m. and 7:35 p. m.
Trains arrive from New York, Philadelphia,
Baltimore and Washington, 5:20 a. m. 7:25 p.
m. From Columbus, Cheinnati and Chicago, 5:23
a. m., 8:50 p. m. From Wheeling, 8:23, 10:45 a.
m. 24:40, 8:50, 9:35 p. m.
Daily, 1Daily except Sanday, ISunday only,
Daily, 1Daily except Sanday, ISunday only,
Saturday only, 1Daily except Saturday,
Parior and sleeping carago
Lon, Cincinnati and Chicago
The Fitsburg Transfit Company will call for
and check baggage from holes and residences upon
orders left at B. & 0, ticket office, corner Fifth
avenue and Wood street, or 401 and 505 Smithneid
street.

General Manager.

Gen. Pass. Agest. | Gen. Pass. Agest. |
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A LLEGHENY VALLEY RAILBOAD—ON
A land after Sunday, June 28, 1891, trains will leave and arrive at Union station, Pittsburg, east-ern standard time: Buffalo express leaves at 8:20
a. m., 8:45 p. m. (arriving at Buffalo at 8:45 p. m. on City and DuBots express—Leaves 8:20 a. m., 1:20 p. m.; arrives 1:20, 6:25, 10:50 p. m. East Brady—Leaves at 6:36 a. m. Eleaves 230 a. m., 1:20 p. m.; arrives 1:20, 6:25, 10:50 p. m.; arrives 9:06 a. m., 2:40 p. m. valley Camp—Leaves 10:15 a. m., 1:20 p. m. Introduced 10:15 a. m., 1:200, 2:25, 11:20 p. m.; arrives 10:30, 9:36 p. m.; arrives 7:35, 11:20 p. m. Forty-dilrighted-Leaves 10:15 a. m., 1:20 a. m., 8:4 p. m. Emleator—Leaves 9:56 a. m.; arrives 9:15 p. m. Kittanning—Leaves 12:50 p. m.; arrives 11:50 p. m. Railburg—Leaves 12:50 p. m.; arrives 11:50 p. m. Rrachurn—Leaves 9:56 p. m.; arrives 10:15 p. m. Rrachurn—Leaves 9:56 p. m.; arrives 10:15 p. m. Pullman parfor buffet car on day trains and Pullman and Union station. DAVID M CARGO, Genera Superintendent. JAMES P. ANDKESON, General Ticket Agent.