COMPELLED TO MARRY.

Robert McAdams Sets Up a Very Novel Plea to Secure a Divorce.

TOO MUCH OF THE MOTHER-IN-LAW.

The United States Demands Damages for the Davis Island Dam.

YESTERDAY IN THE COUNTY COURTS

The arguments in a rather unusual divorce case were made in Common Pleas Court No. 1 yesterday, although the case as presented by the libellant, is provided for by an act of Assembly.

Three years ago Robert McAdams and Margaret Early were married. The union is alleged by libellant to have been brought about by a fortuitous course of events over which at the time of the marriage he had no power of control. He was arrested and locked up for a time, and the ground on which he lays claim for a severance was that coercion was used to make him marry; that some of the detectives and the girl's mother held up to his gaze a picture of a residence for several years in the penitentiary, the girl being under 16 years of age, and that under the influence of fear he consented to the union and was taken from a cell to the marriage license office and married in short order, after the manner business is done in such cases. He, being young, was, according to the evidence easily subdued, but in the evening, after consultation with some of the older members of his family, he concluded to get his head out of the noose as speedily as possible. Accordingly the next day he began suit for divorce and now after a three years' fight the case is finally submitted.

Mr. Warren, who was counsel for the woman, humorously suggests that if she be knocked out the flood-gates of ruin will be opened as all who were married under similar circumstances and who feel the marital fetters gall will be rushing in a body for relief and the regular business of the courts will be obstructed. This, however, he submits jocularly. The mother of the bride takes on herself the views of the coercive part of the programme and insists that she alone talked relative to age of consent, penitentiary, etc.

THREE MURDERERS INDICTED.

A Large Number of True Bills Found Yesterday by the Grand Jury.

The grand jury yesterday returned true bills in three murder cases. Daniel Reardon was indicted for murder for shooting Martin Mislevy, a Polish boy, in a tunnel under the Pennsylvania Railroad near Twenty-third street. Michael Malone was indicted for the murder of Austen L. Reed, of Sharpsburg, whom he stabbed at a picnic at Ross' Grove. Patrick Fitzpatrick was indicted for the murder of Samuel Early, whom he stabbed during a quarrel in a saloon on Eleventh street.

The other true bills returned yesterday were: Robert Bagby, Mary Carroll, Maggie Healey, Wm. A. Diamond, C. F. Goldstrohm, James Herron, Thomas Hillman, Thomas Jones, Hugh McCrary, Jerome Sweeny, Robert Shearer, assault and battery; Charles Boray, robbery; Fritz Burtell, Rosenmeyer, larceny by bailee; Daniel Reardon, James Murphy, John Kilinski, W. C. V. Johnston, larceny; Hugh Parker, James Holley, larceny from the person; Ed. Louray, Ed. Carrigan, Thomas Mazon, Thomas Hillman, malicious mischief; Margaret Carroll, selling liquor without license; Charles Jackson, embezzlement; Tim Manning, Daniel Reardon, John Carroll, entering a building with intent to commit a felony.

Held the Boat for the Claim.

United States District Attorney Lyon yesterday, in behalf of the Government, filed a petition in the United States District Court asking for a process against the steamboat Courier. On September 13, it was alleged, the boat ran into the lower lock gate at Davis Island Dam, breaking an iron truss of the gate and damaging it to the extent of $416. It was caused, it was claimed, by the negligence and want of skill on the part of the persons navigating the boat. In consequence a writ was asked for to sieze the boat and hold it for the amount of the claim. Samuel W. Litten, the owner of the boat, however, appeared and gave bond to secure the amount and the boat was released from custody.

Wants Her Child Returned.

Mrs. Oriena Buch yesterday filed a petition for a writ of habeas corpus to bring into court her 6-year-old adopted daughter, Rubie Pearl Buch. She alleged that on August 20 she was sued before Alderman Warner for cruelty to the child. She was arrested by Officer Sweeney, of the Anti-Cruelty Society. While she was under arrest the child was taken away and given to Mary Eckert. Mrs. Buch obtained bail for a hearing, but as the prosecutor has never appeared against her, she has not received a hearing. Mrs. Eckert has refused to give the child back to her, and she wants the court to compel her to do so. Judge Magee fixed this morning for a hearing.

To-Day's Trial List.

Common Pleas No. 2.—Madden vs Rogers, Fisher vs Fisher, Crouson vs Goldstrohm, South Pittsburg P. M. Co. vs Leechburg F. & M. Co., Henig vs Remicke, Flath & Kerr vs Martin, Stanner vs Hershberger & Son, Oakley vs Kaufman, et al, Black & Baird vs Fricke, Hendriver, executor vs Black, Poor vs Patterson, McMaster vs Powell & Sargeant.

Criminal Court—Commonwealth vs Tim Manning, James Brimbough, Alexander Van Cise, Nicholas Kimberger, Thomas Miller (2), John Kane, George A. Lee, Hugh McCrorey, John Hannon (3), Mary Maloy (2), James Mannegal (2), Patrick Cullen, Charles Hausbeck.

Echoes From the Courts.

PETER BARBER yesterday entered suit against D. Piccarda for $5,000 for alleged false arrest.

AN application was filed yesterday for a charter for the borough of Mentone. The village is located in Kilbuck township.

IN Criminal Court Blanche Holland, George Crawford, Michael Clifford, Fred Ehlers were convicted of larceny, Jones Rogan was found guilty of beating his wife, and Cromer Eubanks pleaded guilty to illegal liquor selling.

YESTERDAY was the first day for jury trials in Common Pleas Court No. 2 after the summer vation. All the attorneys in the cases on the list, however, were either absent or not prepared to go to trial and court was adjourned until to-day.

NINETEEN students are on final examination for admission to the bar before the Examining Committee. The members of the committee conducting the examination are L. M. Plumer, Esq., W. S. Pier, Esq. and ex-Judge Patterman. Those on preliminary examination will be before the committee on Friday.

PRODUCERS' MEETING.

CONSIDERING A REQUEST OF THE SOUTHWEST PIPE LINES.

They Refuse to Divulge the Nature of Their Plans—Opinions Regarding the Situation From Producers—Field Reports From the Great Southwest Field.

The Pittsburg Assembly of the Producers' Protective Association held a largely-attended meeting at 102 Fourth avenue last night. For several days the producers have individually agitated the question whether they should agree to the request of the Southwest Pipe Line Company to let the latter concern run the producers' oil into the National Transit Company's lines. The Southwest people claim that they are pressed for tankage and that it is only to relieve this pressure that they desire to use the National Transit Company's tanks. The latter, before delivering Southwest oil to a producer, states that it must have an order for the same from the Southwest Pipe Line Company. This is to assure the National Transit that the oil which the producer asks for was originally run into the Southwest lines. The same scheme has been tried heretofore when a pipe line was pressed for tankage, but never on so large a scale as is now contemplated. The producers pretend to see a nigger in the fence, and if possible will devise ways and means to prevent hundreds from being financially injured. They allege that both corporations are controlled practically by the same men, and they cannot see why an order should be necessary to get the oil from one line which had been run into the other. The producers seem to believe that if the Southwest oil is run into the National Transit lines it will be mixed with Ohio oil and diminish in value. A heavy operator in the Southwest said yesterday: "It really make no difference as far as I can see, and the National Transit Company is simply protecting itself when it demands an order from the Southwest Pipe Line Company before letting any Southwest oil out of its custody and not to do so would be a very loose business policy. I believe the Southwest officials when they say they are pressed for tankage. There is all the difference in the world between an order for a certain grade of oil and a certificate. The latter means a barrel of oil from any point between West Virginia and New York, while an order for southwest oil means that the southwest oil must be delivered." The producers refused to state what action, if any, they had taken last evening.

Among the Wells.

MCCURDY—Hoffmann & Co's well on the Moore farm was drilling in the fifth sand last evening and expected to get the pay at every hit. It is located for a good well. The Forest Oil Company's Shaffer No. 1 is down 1,200 feet; No. 2, 700; No. 3, 250, and Nos. 4 and 5 are being started. Their Ewing No 2 is down 1,400 feet, and No. 3, 250. Their James Walker No 1 is down 400 feet.

Must Have More Tankage.

MCDONALD—By a recent order of the borough authorities the producers about to drill in a well inside the borough limits must build at least 1,000 barrels tankage. For this reason Clark & Bannister's well on the Sauters property, McGee Bros. & Co. on the Smith lot, and Roland & Co. on the McLain are shut down on top of the fifth sand, waiting until plenty of tankage is put up. There was little change in the production.

Getting Down Rapidly.

NOBLESTOWN—The Forest Oil Company's No. 2 Herron is down 1,400 feet; No. 3, 450, and No. 4, 100. Their Robert Glenn is 950 feet deep; Etta Glenn, 500 feet; J. D. Glenn, 150 feet. The M. McGregor is fishing at 1,100 feet; J. G. McGregor, rigging up; Jane McGill, rigging up, and rig building for Jane McGill No. 2. Their James Neeley No. 4 is down 400 feet. Guffey, Murphy & Co. were rigging up yesterday at their No. 3 on the George Wettengel farm back of Oakdale.

Two Butler Wells.

CALLERY—The McCalmont Oil Company's Walker No. 2 is drilling in the sand, and they have commenced Theilman No. 3.

Yesterday's Local Features.

Oil was strong and fairly active. Corn closed 1c better than the opening and October ¾c. For the first time in many months brokers congregated around the bull ring and were quite enthusiastic at the finish. There were a few trades here and more at Oil City. Outsiders appear to show more interest. Cash opened at 55c, highest, 56c. October opened at 55⅝c, highest, 56⅛c; lowest, 55⅛c; closed at 56⅛c. Refined at New York, 6.20@6.30c; at London, 5 9-16d; at Antwerp, 13⅝f. Daily average runs, 82,223; daily average shipments, 84,184.

OIL CITY, Sept. 14.—National Transit certificates opened at 55⅝c; highest, 56⅛c; lowest, 55⅛c; closed, 56⅛c. Sales, 48,000 barrels; clearances, 180,000 barrels; shipments, 117,535 barrels; runs, 127,074 barrels.

BRADFORD, Sept. 14.—National Transit certificates opened at 55⅛c; closed at 56⅜c; highest, 56⅜c; lowest, 55⅛c. Clearances, 64,000 barrels.

NEW YORK, Sept. 14.—Petroleum opened steady, and after a slight decline in the early trading advanced ¾c, closing firm; Pennsylvania oil: Spot, opening, 56c; highest, 56c; lowest, 56c; closing, 56c. October option, opening, 55⅝c; highest, 56⅛c; lowest, 55⅝c, closing, 56⅛c. Lima oil, no sales. Total sales, 39,000 barrels.

Old lady (to applicant for cook): "So you can cook well, can you?"

Applicant: "Oh, yes, ma'am; I can cook rich and plain dishes."

Old lady: "Oh, we have only the very plainest, my husband is a dyspeptic."

Applicant: "Then he should do as my former master, take one wine glass full of Johann Hoff's Malt Extract with each meal, and be cured."

This girl was well posted.

As a large number of dyspeptics lack the necessary power to digest solid foods, and as stimulants merely excite and weaken the stomach, therefore the immense value of the genuine Johann Hoff's Malt Extract as a nutritious tonic cannot be over-estimated. It not only acts a tonic, but as nutrient as well, and the most stubborn case of dyspepsia cannot withstand its wonderful power. Write to Eisner & Mendelson Co., 6 Barclay Street, New York, for a descriptive pamphlet. Look out for imitations. They are dangerous. All druggists keep the genuine, which must have the signature of "Johann Hoff" on the neck of every bottle.

se15-ru

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se6-71-TThSu

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NEW RAPID PHONOGRAPHY AND typewriting and complete business course taught at Park Institute, 204 North ave., Allegheny. New term opens September 1. Evening sessions September 28. Catalogues and journal to any address free. au20-TTS LEVI LUDDEN, A. M., Principal.

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Three classes for beginners, 7:30 to 10:30 P. M.

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my19-D

FIG. 2

OIL AND GAS WELL OWNERS' ATTENTION Is called to the above fusible flange tee (fig. 2) and fusible flange union fig. 1. First, it's not costly. Second, it is fully as strong as is the non-fusible flange joint. Third, should your oil or gas well take fire this flange tee or flange union is so constructed that with an ordinary fire sufficient to melt lead this joint comes apart, and reduces the output of your well to one outlet, thus removing the tee casing head oil saver, etc., all of which are the main obstructions in suppressing an oil or gas fire at a burning well. Fourth, had this joint been on the Wheeling Natural Gas Company's Cook well at McDonald when it caught fire, Glen Braden

FIG. 1

could have put out the fire inside of three hours, as it was, it took about six days. Fifth, should you have the old style tees on hand, you need only purchase the flange union, which can be placed beneath the derrick floor entirely out of the way. Sixth, gas companies should have this joint on all their gas wells. It will pay should only one well in every one hundred catch fire from lightning or otherwise. Seventh, can furnish any size or thread. For particulars address THOS. CUSHING, Washington, Pa. se15-121-TTS

RAILROADS.

BALTIMORE AND OHIO RAILROAD.

Schedule in effect May 10, 1891. Eastern time.

For Washington, D. C., Baltimore, Philadelphia, and New York, *3:15 a. m. and *3:20 p. m.

For Cumberland, *3:15 a. m., 11:10, *9:20 p. m.

For Connellsville, 6:40, *3:15 a. m., 11:10, *4:15 and *9:20 p. m.

For Uniontown, 6:40, *3:15 a. m., 11:10 and *4:15 p. m.

For Connellsville and Uniontown, 8:35 a. m., Sunday only.

For Mt. Pleasant, 6:40 a. m. and *8:15 a. m. and 11:10 and *4:15 p. m.

For Washington, Pa., *7:20, *8:30, 9:20 a. m., *4:00, 5:30, and 7:45 p. m.

For Wheeling, 7:20, *8:30, 9:20 a. m., *4:00, *7:45 p. m.

For Cincinnati and St. Louis, *7:20 a. m. *7:45 p. m.

For Columbus, *7:20 a. m., *7:45 p. m.

For Newark, *7:20 a. m., *7:45 p. m.

For Chicago, 7:20 a. m., and *7:45 p. m.

Trains arrive from New York, Philadelphia, Baltimore and Washington, *6:20 a. m., *7:35 p. m. From Columbus, Cincinnati and Chicago, *8:25 a. m., *8:50 p. m. From Wheeling, *8:25, *10:45 a. m., 12:40, *8:50, 9:35 p. m.

*Daily. ‡Daily except Sunday. §Sunday only. ¶Saturday only. †Daily except Saturday.

Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago.

The Pittsburg 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 639 Smithfield street.

J. T. ODELL, General Manager. CHAS. O. SCULL, Gen. Pass. Agent.

ALLEGHENY VALLEY RAILROAD—ON and after Sunday, June 28, 1891, trains will leave and arrive at Union station, Pittsburg, eastern standard time: Buffalo express leaves at 8:20 a. m., 8:40 p. m. (arriving at Buffalo at 8:40 p. m. and 7:30 a. m.); arrives at 7:10 a. m., 6:25 p. m. Oil City and DuBois express—Leaves 3:20 a. m., 1:30 p. m.; arrives 1:00, 6:25, 10:00 p. m. East Brady—Leaves at 6:55 a. m. Kittanning—Leaves 9:05 a. m., 3:55, 5:30 p. m.; arrives 8:55, 10:00 a. m., 5:55 p. m. Braeburn—Leaves 4:55, 6:15 p. m.; arrives 8:05 a. m., 7:40 p. m. Valley Camp—Leaves 10:15 a. m., 12:05, 2:25, 11:30 p. m.; arrives 6:40 a. m., 12:30, 2:15 4:45 p. m. Hulton—Leaves 8:00, 9:50, p. m.; arrives 7:35, 11:50 p. m. Forty-third street—Arrives 3:35, 8:20 p. m. Sunday trains—Buffalo express—Leaves 8:20 a. m., 8:40 p. m.; arrives 7:10 a. m., 6:25 p. m. Emlenton—Leaves 9:05 a. m.; arrives 9:15 p. m. Kittanning—Leaves 12:40 p. m.; arrives 10:15 p. m. Braeburn—Leaves 9:50 p. m.; arrives 7:10 p. m. Pullman parlor buffet car on day trains and Pullman sleeping car on night trains between Pittsburg and Buffalo. Ticket offices, No. 110 Fifth avenue and Union station. DAVID M'CARGO, General Superintendent. JAMES P. ANDERSON, General Ticket Agent.

RAILROADS.

PITTSBURG AND WESTERN RAILWAY—(Trains (Ct'l Stand'd time).

	Leave.	Arrive.
Mail, Butler, Clarion, Kane	6:40 a m	11:20 a m
Akron and Erie	7:30 a m	7:20 p m
Butler Accommodation	9:30 a m	3:35 p m
Keystone and Butler	3:05 p m	9:10 a m
Chicago Express (daily)	2:00 p m	11:55 a m
Zelienople and Butler	4:25 p m	5:30 a m
Butler and Foxburg	5:30 p m	7:00 a m

First-class fare to Chicago, $10 50. Second class, $9 50. Pullman buffet sleeping car to Chicago daily.

NEW ADVERTISEMENTS.

KAUFMANNS'

Merchant Tailoring Department.

The most stylish and particular gentlemen patronize it. This is accounted for by the fact that we turn out highly fashionable, perfect fitting garments at most moderate prices.

Then we have the largest variety of fine

ENGLISH, SCOTCH, IRISH, FRENCH and GERMAN SUITINGS, OVERCOATINGS and TROUSERINGS

To select from. Right now, while the stock is at high-water mark, and before the usual Fall rush sets in is the best time to

CALL

—AND—

Leave

YOUR

MEASURE.

Don't come to us for what's usually called "cheap tailoring." We don't do it—for shoddy is dear at any price. However, if you want Fine Tailoring cheap, then call and see our

CLAY DIAGONALS, HYBRID WORSTEDS, Bedford Effects, Scotch Cheviots, Tuxedo Browns, Newport Tans, Handmade HOMESPUNS,

From which we make

Suits to Order

—AT—

$30, $35, $40, $45 AND $50.

OUR CUTTERS AND TAILORS ARE THE BEST

Money can procure—so are our piece goods and our trimmings—and so are the garments we turn out, of course. Yet we undersell all other first-class merchant tailors. On a suit, for instance, we can and do save you from $10 to $15, or from $2 to $5 on a pair of trousers. Why? Simply because we do our business on the largest possible scale—visit the most famous European weavers of cloths ourselves—pay spot cash for every yard of goods we import. This season, in particular, (owing to the McKinley bill) many weavers could not find a market for their goods, and Mr. Henry Kaufmann, who recently returned from the "other side," picked up some of the finest woolens produced in Europe at 25 to 33 per cent less than last year's figures.

FINEST READY-MADE FALL OVERCOATS,

$12, $15, $18, $20, $22 and $25!

There are scores of little tailor shops in the city where you would have to pay double the above prices for garments of same qualities, but minus the distinguishing grace, perfect fit and excellent finish of our ready-made goods. Then we don't give you three or four styles to select from, but HUNDREDS: Tans, Tuxedo Browns, Solid Browns, Mixed Browns, Reddish Browns, Plum Colors, Dark Greens, Slates, Stones, Drabs, Blacks, Scotch Cheviots, Bedford Weaves, Covert Cloths, Meltons, Kerseys, Diagonals, Crepes, Granites, etc.

Though we will make you a Fall Overcoat to order, if you want it, we don't think there's any need for it, for our ready-made garments are

THE VERY ACME OF THE TAILOR'S ART.

KAUFMANNS',

Fifth Ave. and Smithfield St.

RAILROADS.

PENNSYLVANIA RAILROAD.

SCHEDULE IN EFFECT 12.01 P. M., JULY 19, 1891.

Trains will leave Union Station, Pittsburg, 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 1.55 P. M., Philadelphia 4.43 P. M., New 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.

Atlantic Express daily at 2.20 A. M., arriving at Harrisburg 9.20 A. M., Philadelphia 12.18 P. M., New York 2.30 P. M., Baltimore 12.00 P. M., Washington 1.05 P. M.

Harrisburg Accommodation daily, except Sunday, 5.25 A. M., arriving at Harrisburg 2.50 P. M.

Day Express daily at 8.00 A. M., arriving at Harrisburg 3.20 P. M., Philadelphia 6.50 P. M., New York 9.35 P. M., Baltimore 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 daily at 4.30 P. M., arriving at Harrisburg 1.00 A. M., Philadelphia 4.25 A. M., and New York 7.10 A. M.

Eastern Express at 7.15 P. M. daily, arriving Harrisburg 2.35 A. M., Baltimore 6.20 A. M., Washington 7.30 A. M., Philadelphia 5.25 A. M., and New York 8.00 A. M.

Fast Line daily, at 8.10 P. M., arriving at Harrisburg 3.30 A. M., Philadelphia 6.50 A. M., New York 9.30 A. M., Baltimore 6.20 A. M., Washington 7