PITTSBURG DISPATCH. WEDNESDAY SEPTEMBER 16, 1891.

FOOLING THE HORSES

How the Dumb Animals Are Duped

Into Eating Adulterated Food.

OAT HULLS USED IN PLACE OF CORN

Many Fancy Brands of Flour Are Mixed

With White Corn Meal.

IT ADDS GREATLY TO THE APPEARANCE

All the rascality in trade nowadays is not

confined to those who manufacture coffee

beans. For years there have been regularly

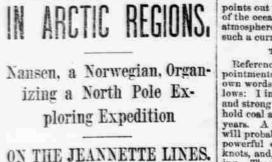
made and sold in this city, and, of course,

ROBBING THE HORSES OF THEIR FLESH

It is had enough to thus cheat the buyer.

but what punishment is severe enough

for the unscrupulous who thus cheat the poor laboring, dumb brute out of the sus-tenance his owner supposes he is giving



Will Follow the Course of Bering

10

Strait Ice, Not Against It.

A CURRENT IS PROVED TO EXIST.

The Party Is to Make the Perilous Journey in a V-Shaped Ship.

EXPECT CURRENTS TO ASSIST THEM

Norske Geografiske Selskab," held at summer as the ice permits. Christiania, Dr. Nansen expressed his views concerning Arctic research, and stated his reasons for having determined on endeavoring to reach the North Pole in a manner and by a route which have hitherto only seen attempted on one occasion.

it was in 1879 that the ill-fated Jeannette expedition sailed to the Bering Sea in the one of finding a more or less open waterway, caused by the warmth of the Japanese current, which, flowing through the Bering Strait, passes northward along the east Wrangel Land, possibly extending o the pole itself, the experience of whalers being that when compelled to abandon their ships in those waters these invariably drifted northward, thus indicating that the prevailing currents flowed in a northerly dimention

The failure of other expeditions which The failure of other expeditions which had attempted to reach the pole from the Atlantic on either side of Greenland, and of the destruction of the vessel, Dr. Nansen subsequently the loss of the Jeannette, induced Dr. Nausen to study the

MOVEMENTS OF THE ICE.

as well as the present known ocean cur rents, so as to proceed with instead of three would be qualified to undertake scien against their flow. He also came to the conclusion that where the ice has invariably hindered an advance northward in an ordinary ship, or crushed it to pieces, that by going with the stream in a specially con-structed ship which, when pressure took place, would lift and lie on the surface tiself, the ice should be the motive power which should bear the ship and expedition to the pole, past it, and finally discharge its the East Greenland Sea at burden into shout 800 north latitude.

Thus, instead of opposing the natural forces, he would make use of them as a means of locomotion. In his study of the means of recomption. In his study of the occan and ice currents he has been ably assisted by various men of science, notably Profs. Mohn and Storm, of Christiania. In order to prove the feasibility of his theory Dr. Nansen has produced various interest-ing facts, from which one must presume that it is correct. The facts are mostly con-veyed to us by inanimate objects and relics

A LESSON FROM THE JEANNETTE Dr. Nansen concludes that it has been clearly proved that the route by Baffin's Bay impracticable, as is that adopted by Parry 1827, for the latter, after reaching 820 45 found that the movement of the ice was so great that he could not advance as

quickly north as it bore him south. The Jeannette expedition is the only one already been crossed once before. The char-acter of the place presented, for a long time, an interesting subject for a long time, in his (Dr. Nansen's) opinion, which had hit upon the correct theory of attaining the unnette drifted for two years in the is

points out that the Gulf Stream, the depths of the ocean and the prevailing winds and atmosphere pressures would tend to cause such a current as he treats of. THE PLAN IN DETAIL

Reference to the vessel, its crew and appointments may be made in Dr. Nansen's own words: "Shortly, my plan is as fol-lows: I intend to build a vessel as small and strong as possible, just large enough to hold coal and provisions for 12 men for five years. A vessel of about 170 tons (gross) will probably suffice. It shall have engines

powerful enough to give it a speed of six knots, and, besides, be fully rigged for sailing. The most important thing about this vessel is that it will be built on such a principle as to withstand the pressure of It side must be made so sloping that when the ice packs it cannot get a fast hold of it, as was the case with the Jeannette and other vessels which have conveyed Arctic expeditions, but instead will raise it up. No great change of construction will be needed. Notwithstanding Jeannette's

be needed. Notwithstanding Jeannette's absurd [unpractical?] form, she withstood the pressure for about two years. With such a vessel and a crew of 10, or at the most, 12 strong and picked men, together with an equipment for five years as good in every respect as can be procured for love or money, it is my opinion that the enterprise is well assured. With this yeasel we shall advance through Borine Stratis and west.

LONDON, Sept. 5.—At a meeting of "Det advance through Bering Straits and west-ward along the north coast of Siberia toward the New Siberian Islands as early in the AWAITING THE PROPER TIME.

"Arrived at the new Siberian Islands

time must be employed to the best advan-tage in investigating the nature of the cur-rents and conditions of the ice, and thus await the most favorable moment for advancing to the furthest in open water, which will probably occur in August or the beginning of September. When the suitable time arrives we shall plow our way into the ice northward as far as we can Then we shall choose a spot and moor the vessel securely between suitable floes and let the ice pack around it as much as it pleases-the more the better; the ship will be thereby lifted and remain lying there secure and fast. From this moment the current will take charge of the transport." As regards the duration of the transit o the vessel from this point, Dr. Nansen esti mates it at two years, based on the time the Jeannette relics took to travel and on the has no fear as to the results of taking to the boats, and points out numerous instances in which, under such circumstances, but little

risk was incurred. The ship's complement will consist of 12 men, all told, of whom tific observations, etc.

COST OF THE EXPEDITION

Such is Dr. Nansen's plan for the expedi tion, which is now an established fact H estimates its cost at 300,000 kroner (about £16,700), of which the Storthing has voted a grant of 200,000 kroner (about £11,420), Dr. Nansen being promised the remainder from other sources. The present intention is to leave Norway in February next, so as to reach Bering Straits by June of the

Dr. Nansen himself considered that versel with sides sloping downward to the keel, like the letter V, would be one not only of novel construction, but of the only practical form for raising or lifting when subject to side pressure by ice. This idea has been overruled by the marine architects as unsuitable, and a design for a more ordinary but excessively strong type of vesse has been, approved of, and the ship is now under course of construction in the yard of Mr. Archer, an English gentleman, at Lauvrik. Dr. Nansen himself is occupied

in making the other arrangements, and there is every prospect of the expedition being fitted out in as perfect a manner as possible ere it leaves for the unknown world n the Arctic seas. AN OLD GREENLAND EXPEDITION.

The interest which Lieutenant Pearv's Arctic expedition is universally exciting, naturally recalls the fact that Greenland has

quired greater caution. The slope was in-erspersed with crevasses. They proceeded by moonlight, when the panorama of glit-tering snow, thrown into beautiful relief by the dark borders of land, incited them to more ardnous perseverance till, on the 24th of September, they reached land again, and they recognized that their efforts were re-warded with success warded with success. They had traversed 150 miles of danger-

ous and hitherto impassable territory; they had crossed, for the first time, the inland ice, and on September 28 Nansen and Seve-drup embarked for Gothab, which they reached on the 3d of October.

AN ANTARCTIC QUEST.

THE EXPEDITION OF AN AUSTRALIAN GEOGRAPHICAL SOCIETY.

Only Two Men, Ross and D'Urville, Have Ever Set Foot on Antaretic Soil-Seas of Ice Floes and Dense Fog-A Burning Mountain Amid Frozen Solitudes.

in others also, large quantities of bogus chopped feed; that is, bogus in part, being a cheat not only on the buyer, but the dumb While the Peary and Nansen expedition brute who can only advertise his wrongs by are seeking the North Pole in 1892 a vessel showing his bones. F. X. Weixel called sent out by the Geographical Society of the writer's attention to the matter a year Australia will be plowing the frozen seas of the Antarctic Circle with a sturdy crew or two ago, but in the rush of events it was forgotten until the other day when A. M. animated with a hope of obtaining for Marshall exhibited samples of oat hulls, science some information about the equally which are a regular article of commysterious South Pole, Marcus G. Mormerce palmed off by rascals on an unsuspecting public. An examination of rison contributes to the London Dally Graphic the following interesting account of the stuff will show what Mr. Marshall the expeditions of the past and the quest of asserts respecting it to be true, viz., that

This latest expedition, which was first nooted, I believe, at the Aberdeen meeting there isn't nourishment enough in s ton of it to make a repast for a canary bird, and of the British Association in 1885, and then taken up by the Geographical Society of yet it is foisted upon the public by thousands of tons as feed. Australasia, will be the sixth attempt to penetrate beyond the icy barrier which, like Corn is of itself not only too heating to a huge rampart, guards the mysteries of these regions, except off the steep escarp-ments of Victoria Land and other portions feed extensively to working animals, but it also tends to make fat rather than muscle, while oats is a muscle maker, and consements of Victoria Land and other portions of land with high mountains close to the seashore. Captain Cook was the first navi-gator whose eyes looked forth on an Antaro-tic icescape. In his expedition of 1772-5 he forced his vessel through the drift ice, and reached the parallel of 70 degrees south, a quently in great request for horse feed. But as oats at retail cost now about 21/ cents a pound, while corn costs half a cent less, consumers buy the chop feed, supposing that they are thereby getting a mixreached the parallel of 70 degrees south, a distance of about 1,400 miles from the South Pole. Since his time these dreary, inhos-pitable shores have been visited by the ex-peditions of Bellingshausen in 1819-21, D'Urville in 1837-40, Wilkes in 1838-42, Ross in 1839-43, and the ship "Challenger" in 1874 ture of oats and corn, and here is where the villains get in their work. Millers without conscience are furnished with oat-hulls which they grind with corn, and the resultant mass can only be detected by in 1874. an expert.

THE NEAREST APPROACH.

In addition to the information brought home by these brave navigators, many whalers and sealers have contributed their quota to the existing state of our knowledge concerning the earth's surface within the

concerning the earth's surface within the Antarctic Circle. The nearest approach to the South Pole was reached by Sir James Boss in February, 1841, when he attained the latitude of 78° south, a distance over 800 miles from the Pole. His farther ad-vance was checked by the barrier of ice, which was here found to be from 150 to 200 feet in height, and extending in an east and west direction for hundreds of miles. Al-though it takes nothing from the credit of this bold and enterprising man, it may be stated that Ross was the only Antarctio navigator who had ships properly fortified to withstand the shocks and pressure of ice incidental to Southern exploration. The tenance his owner supposes he is giving him. "Dreams," says the novelist poet, "are the bright creations of poem and legend, who sport on earth in the night sea-son, and melt away in the first beaming of the sun, which lights grim care and stern reality on their daily pilgrimage," but it is doubtful if the hungry, tired horse enjoys the luxury of a dream as he is but a light sleeper even when fed to repletion, and the man who would cheat him is meaner and the man who would cheat him is meaner than was the proprietor of Dotheboy's Hall than was the proprietor of Dotheboy's Hait for his victims could talk while the horse cannot. These hulls have no more nutri-ment in them than so much chaff and if you pour water on this chop they stand up and give the appearance of the genuine article, such as the "diluted pincushions" fed the hors by Workford Sources. The bulls are to withstand the shocks and pressure of ice incidental to Southern exploration. The next farthest was reached by a whaler named Weddell, who in 1823 penetrated to 74° 11' south, with open water still ahead and only four icebergs in sight, but as he was in these high latitudes simply for busi-ness purposes and not for scientific investi-gation, he failed to take advantage of his opportunity. The only two men who have hogs by Wackford Squeers. The hulls are the refuse of oatmeal factories of all kinds. Of course they can be sold cheaply and yet afford a profit to all concerned, except the parton, he taked to take advantage of his opportunity. The only two men who have ever set foot on Antarctic soil are Ross and D'Urville, but their stay on shore was necessarily brief, owing to the great diffi-culty of bringing their ships to anchor among the numerous icebergs. buyer and the horse. There is another fraud which is exten sively practiced, even by some dealers who stand high up in business and society. That

is the adulteration of certain low grades of flour by the admixture of kiln-dried white commeal. This is not quite so bad as the oat-hull fraud, as the flour fraud is practiced on humanity, which ought to have CHARACTERISTICS OF THE SEA. The Antarctic seas are well known to whalers for their sharp gales of north and northwest winds, and the difficulty of navisense enough to drive rascals out of the market by exposing them.

gating these icc-bearing seas is intensified by dense fogs which so frequently obscure sur-rounding dangers; and the almost constant precipitation of rain and snow also tends to HORSES ARE NOT THE ONLY DUPES.

The addition of the white Indian meal not only improves the appearance of the flour, but keeps the bread moist much longer than it would otherwise be, but it is deleterious from the fact that the cornmeal increase the miserable surroundings of those ill-fated mortals whose lot in life

Verily the wise man voiced the

everything as cheap as possible. It might be added, by way of explanation, also that

the large increase of fraud in the last 30

years is largely owing to the constantly in-

WOMEN CROWD MEN OUT. The Tables Have Turned on the Pittsbury and Lake Erie Railroad and the Ladies Stand Up - An Amusing Incident on a Street Car.

American women are wearing out their conventional privileges in this country and wearing them out rapidly, that is, so far as courtesy on lines of public travel is concerned. Any one who travels may notice The Mahatmas Are Not Spirits, but Highly it and it is especially noticeable on one train on the Pittsburg and Lake Erie Railway, that which gets to this city at 11 o'clock A. M., city time. This train is uniformly minus one car necessary to comfortably seat its patrons by the time it passes Montour

Junction. There is sometimes room in the smoker, but women cannot well ride there and some men are not partial to that apartment. Formerly it came in the last 10 miles with

one to three dozen men standing up like animated clothespins, fuming and fretting at the company, but all gallant enough to surrender their seats to women. Now, how-ever, it is different. You see during the last three or four miles of the trip about as many women standing as men. One who has ridden much in public con-veyances cannot fail to understand the

reason. Women, as a rule, are monopolists and most of them want everything in sight and when one goes into a car unattend she usually arranges to occupy a whole seat if possible. As since orinoline went out she cannot spread herself all over the seat, she disposes her reficule and parcels on the remainder and is oblivious to the fact that men are standing, first on one leg and then on the other, like so many tired chickens.

WHERE THERE ARE NO BOLD MEN. He is a bold brute or else a very insinuating man who can secure a seat beside a lone woman without unpleasantness. In consequence of this painful experience men are beginning to assert their rights to the seat beginning to assert their rights to the scat they pay for and women as well as men are required to submit to the regulation "First come, first served," and frown as she may a woman is likely to be allowed the Democratic privilege of standing up as men do when seats are short. Of course, the unblic at large deserves the number the public at large deserves the punishment more or less, as if people refused to ride without being seated transportation compa-nies would enlarge facilities, but people crowd on, no matter if they must hang to

A gentlemanly usher on the train men-tioned has his gallant soul vexed from day

to day trying to secure seats for women. The only relief he can accomplish is the crowding of children into small com-pass, but as they only pay half fare they must submit to disconfort. And after he has done all he can, a lot of women are usually left in a state of fermentation that makes timid men who keep their seats un-comfortable. It is amusing to see some bashful young men's faces redden, conscious that several pairs of flashing eyes are fixed on them, expressing as plainly as eyes can, "You are a brute, but of late they keep their seats and attempt to make themselves believe they are absorbed in a newspaper of in contemplation of the shifting panorame outside. Of course, if they happen to be acquainted with any of the irate women standing a surrender is inevitable.

OFFENSIVELY MONOPOLISTIC WOMEN.

OFFENSIVELY MONOPOLISTIC WOMEN. Some women are more offensively monopolistic in street cars than any-where else, and if not given a seat they are not blow to express dissatisfaction, and they there attempt to occupy as much room as possible. An amusing occurrence was noted in a street car some time ago. The car was rather un-comfortably packed, but all inside were seated, when a dude and dudess halled it. A weary-looking hod-carrier moved un-easily when the girl fixed her gaze on him, and crowding as close the end of the car as possible suggested to his next neighbor to push iu the opposite direction and make room for the isdy." But the hod-carrier's clothes were covered with brick dust and the girl

ar who enjoyed the scene very much,

A MATTER OF OPINION.

nisrepresentation.

were covered with brick dust and the girl tilted her nose with ones dust and the gri fused the place. Still the inborn gallantry of the hod-carrier pleaded for her and he arose and offered his seat. She took it with-

POWER OF THEOSOPHY.

Mrs. Annie Besant Explains Some of Its Apparent Mysteries.

NATURE OF THE OCCULT FORCES.

Developed Types of Men. NOTHING OF THE MIRACULOUS CLAIMED

NEWCASTLE, ENGLAND, Sept. 15 .- Mrs. Annie Besant writes as follows concerning theosophy

"H. P. Blavatsky did not claim to have received any letters or messages from the 'spirit world,' nor did I say on Sunday that I received such since her death. Our position is this: There exists a brotherhood of highly-evolved men-men, not 'spirits,' in the sense of 'disembodied spirits'-who have developed their nature in such fashion

that they can communicate with other across any distance practically instantaneously. The communication may be by voice or by writing.

There is nothing more miraculous in such communications than there is anything miraculous in speaking by telephone from London to Paris, or by telegraph writing across hundreds of miles; only, these men can speak and write by using currents without wires, instead of currents sent along

wires. The letters received from these men-whom we speak of as Mahatmas, or Masters-during H. P. Blavatsky's life were said by her enemies to be fabricated by her; the point of my statement was that letters in the same handwriting had been received by me (and others) since her departure, thus clearing her from the charge of fraud on his head. Apart from this vin-dication of her memory, the importance of the matter lies in the existence of men of our race who have evolved faculties and powers far beyond any yet normally enoyea.

THE SPIRIT TEACHERS.

"It is from these men that the teachings of Theosophy have been received, and a large number of men and women in the Western world were the pupils of H. P. Blavatsky, and were being trained by her under the direct sanction of these masters. under the direct sanction of these masters. Briefly, our contention is that man is an embodied spirit or mind, and can by proper training, conjoined with a pure and unself-ish life, make his body the effective instru-ment of the spiritual intelligence which dwells in it, and that in the course of this development ha obtains a knowledge of nature which places under his control all natural forces, giving him powers that seem miraculous because they are rare and are not understood.

"But this evolution 'is an evolution that takes place here on earth, and the masters are living men. They are spirits, as you and I, Mr. Editor, are spirits, ln the sense that every human being is a spirit, but they are not disembodied ghosts. The difference between them and average humanity is that they live in all the power of their essential

spiritual nature, using matter as an instru-ment instead of allowing it to clog their action aud blind their intelligence." NATURE OF THE MASTERS.

In the course of an interview, Mrs. Besan said, with reference to the Mahatmas, or Masters:

Masters: "They are men who have reached a point of evolution which the race itself won't reach for thousands of years, and this they have done by special training, prolonged through many incernations (that is, the spirit entering one body after another). Still, the fact remains that they are living men, and that they can be seen and talked with like other men. But in addition to being able to talk in the general way, they have evolved the power of communicating have evolved the power of communicating instantaneously with persons in any part of the world, either by speech or writing, and of appearing to persons in what we call the thought body—that is, the intelligence separated from the physical body, which, under those conditions, is left unconscious, in the place where the verson is likeling."

initiations. Bulwer's famous story of "Zanoni' is not entirely a fiction." It may be further explained that the theory of Theosophy now adopted by Mrs. Besant is that the individual soul goes through a series of human bodies until per-fect the work? PENNSYLVANIA RAILROAD, SCHEDULE IN EFFECT 12.01 P. M., JULY 19, 1891. Trains will leave Union Station, Pittsbu fect, when it returns finally to the world of souls, so to speak, which Theosophy says existed before this material universe was called into evidence. as follows (Eastern Standard Time): MAIN LINE EASTWARD. MAIN LINE EASTWARD. New York & Chicago Limited of Pullman Vestibule Cars daily at 7, 15 Å. M., arriving at Harrisburg at 1.55 P. M., Philadeiphia 4.55 P. M., New York 7.00 P. M., Ballimore 4.40 P.N., Washington 5.55 P.M. Keystone Express daily at 1.20 Å. M., arriving at Harrisburg 8.25 Å. M., Philadelphia 11.25 Å. M., New York 2.00 P. M. Atlantic Express daily at 2.20 Å. M., arriving at Harrisburg 4.20 P. M., Baltimore 12.00 P.M., Wash-ington 1.30 P. M.

called into existence. She now explains the Mahatmas to be human beings whose spiritual perfection has reached a stage by successive reincarnations which enable them to exercise powers unavailable to the ordinary mortal. New York 2.30 P. M., Baltimore 1.00 P.A., Wan-ington 1.30 P. M. Harrisburg Accommodation daily, except Sunday, 5.25 A. M., arriving at Harrisburg 2.50 P. M. Day Express daily at 5.00 A. M., arriving at Har-riaburg 3.50 P. M., Philadeiphin 6.50 P. M., New York 5.35 P. M., Baltimore 6.55 P. M., Washing-

MELLIN'S Food not only contains in itself all the elements of nutrition, but pre-sents them in such form that the infant can digest and assimilate them with perfect case. "I have had more and better success with Mellin's Food than with any and all others I have tried," says a physician. W

The ordinary safe does not offer the pro tection you should have for valuables or papers. You can have that protection in the safe deposit vaults of the Farmers' De-posit National Bank, 66 Fourth avenue. Boxes rented at \$5 and upward. MWF

Tranurg a. 20 F. M., Fulladorphile 6.30 F. M., New York S. & F. M., Billimore 6.51 F. M., Washing-ton 8.15 F. M.
Mall Express daily at 12.50 F. M., arriving at Har-riaburg 10.00 F. M., connecting at Harrisburg with Philadelphile Express daily at 4.30 F. M., arriving at Harrisburg 1.00 A. M., Philadelphile 4.25 A. M., and New York 7.10 A. M.
Fastern Express at 7.15 F. M. daily, arriving Har-righting 2.25 A. M., Bullimore 6.20 A. M., Wash-ington 7.30 A. M., Philadelphile 3.25 A. M., and New York 5.00 A. M., Philadelphile 3.25 A. M., Wash-ington 7.30 A. M., Philadelphile 3.25 A. M., Wash-ington 7.30 A. M., Philadelphile 3.25 A. M., New York 5.30 A. M., Philadelphile 3.25 A. M., New York 5.30 A. M., Philadelphile 3.26 A. M., New York 5.30 A. M., Philadelphile 3.26 A. M., New York 5.30 A. M., Baltimore 6.20 A. M., Washing-ton 7.30 A. M.
All through trains connect at Jersey City with bonts of "Brooklyn Annex," for Brooklyn, N.Y., avoiding double ferriage and journey through New York City.
Johnstown Accom., El.5 P. M., Greensburg Accom., H. J.5 P.M., Greensburg Accom., H. J.5 P.M., Week-days, 10,30 F. M. Sundays, Greensiurg Express 5.10 P. M., except Sunday, Derry Express 11.00 A. M., 0.2 except Sunday, Derry Express 11.00 A. M., 0.2 \$10 Folding Beds-Folding Beds \$90, At Berger's, Liberty and Sixth avenue,



Afraid of Her Breath. A bad breath spoils the beauty of

Don't want your lover to kiss you, for fear he may become disgusted.

There is a way to cure this affliction. It arises from a disordered stomach. Read what the celebrated Dr. Hofmeister said before the Medi-

"The unnatural notions of the stomach causing pressure and belchings, the irritation of the intestines resulting in catarrh of the bowels, and the inflamed mucous membranes are the most fruitful of all known causes

of disease. "Out of them grow most kidney and liver troubles, diabetes, all rheumatic affections and gout. I have found that the unnatural motions of the stomach cease, the intestinal troubles become soothed, and health results from the use of Carlsbad Waters or Sprudel Salts. The diuretic effect of these remedies, its quiet action upon the lining of the stomach, and its healing power upon the inflamed in-

testines are beyond all praise." The genuine have the signature of "Eisner & Mendelson Co., Sole Agents, New York," upon the bottle,



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ON AND AFIAN MAY SMAN, 1807.
For Monongahela City, West Brownsville, and Uniontown 10.40 A. M. For Monongahela City and West Brownsville 7.35 and 10.46 A. M., and 4.50 P. M. On Sunday, 8.55 A. M. and Loi P. M. Week-days. Dravosburg Account, 6.00 A. M. and 2.50 P. M. week-days. West Elizabeth Account, 8.55 A. M., 4.15, 6.30, and 11.35 P. M. Sunday, 5.40 P. M. WEST PENNSYLVANIA DIVISION.

ON AND AFTER MAY 25th, 1891. From FEDERAL STREET STATION, Alleghen City: For Springdale, week-days, 6.20, 8.25, 8.30, 10.40, 11.40, A. M., 2.25, 4.19, 5.00, 6.05, 6.20, 8.10, 10.30, and 11.40 P. M. Sundays, 12.25 and 0.30 P. M. For Butter, week-days, 6.55, 5.50, 10.46 A. M., 3.15 and 6.05 P. M. For Freeport, week-days, 6.55, 8.50, 10.40 A. M., 2.15, 4.19, 5.00, 8.10, 10.30, and 11.40 P. M. Sun-days, 12.35 and 9.30 P. M. For Apolo, week-days, 6.55 A. M., and 5.00 P. M. For Blairsville, week-days, 6.55 A. M., 3.15 and 10.30 P. M.

except Sunday. Derry Express II.00 A. M., unexcept 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, 8.40 P. M., week-days, and I2.10 A. M. (except Monday). Sunday, 10.30 A. M., 12.25, 2.35, 5.30, 7.30 and 9.40 P. M.
 Wilkinsburg Accom. 6.10, 6.40, 7.30 A. M., 12.01, 4.00, 4.55, 5.30, 5.30, 5.70, 6.10, 10.40 and 11.40 P. M.
 Sunday, 1.30 and 9.15 P. M.
 Buddeck Accom. 6.56, 6.35, 7.45, 8.10, 9.50, 11.15 A. M., 10.51, 4.10, 60, 6.43, 7.30 3.25, 9.400 and 10.44 P. M. week days, Sunday, 5.35 A. M.
 SOUTH-WEST PENN RAILWAY.
 SOUTH-WEST PENN RAILWAY.

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

MONONGAHELA DIVISION.

ON AND AFTER MAY 25th, 1891

RAILROADS.

P. 3. The Excelsion Baggage Express Company will call for and check Baggage from Hotols and Resi-dences. Time Cards and full information can be obtained at the Ticket Offices-No. 110 Fifth Arc-nue, corner Fourth Avenue and Trr Street, and Union Station. J. R. WOOD, Union Station. J. R. WOOD, General Manager,



outhwest System-Pan-Handle R

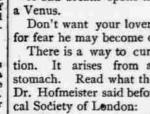
Depart for Columbus, Circinnuti, Indianapolis, St. Louis, points intermediate and beyond: "2.10 a.m., 7.00 a.m., *8.55 p.m., *11.15 p.m. Arrive from same points: "1.05 a.m., *0.00 a.m., *5.55 p.m. Depart for Columbus, Chicago, points intermediate and beyond: "2.10 a.m., †12.05 p.m. Arrise from same points: "1.05 a.m., †3.05 p.m. Northwest System-Fort Wayne Boute

Depart for Chicago, points intermediate and beyond **95.55** a.m., **97.10** a.m., **912.20** p.m., **91.00** p.m., **111.33** p.m. Arrise from same points : **912.05** a.m., **912.44** b. Arrive from same points: *12.05 a.m., \$12.40 a.m., *6.25 a.m., *6.00 p.m., *6.80 p.m. The Philadelphia and New York Linuxed departs for Chicago *8.46 p.m. Arrives from Chicago *0.00 m.

The Philadesphia and New Fork Links, departs for Chicago *3.65 p.m., Arrives from Chicago *6.00 a.m. Depart for Toledo, points intermediate and beyond: "1.10 a.m., *12.20 p.m., *1.00 p.m., 111.20 p.m., Arrive 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 beyond: †6.10 a.m., *7.10 a.m., †12.45 p.m., *11.05 p.m. Arrive from same points: *6.50 a.m., †2.15 p.m., *6.00 p.m., †7.00 p.m. Pullmeen Steeping Cars and Pullmeen Dising Cars run through, East and West, on principal trains of both Systems.

2019 File intervent. 21me Tables of Through and Local Accommoda-fon 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, 'Ex. Seuday, 'Ex. Setarday, 'TEx. Monday, JOSEPH WOOD, E. A. FORD,

JOSEPH WOOD,



from Wrangel Land to the New Siberian Islands. Three years after the ship had gone down to the north of these there were and a number of objects on the drift ice our Julianchash, on the southwest coast of near Julianchaab, on the southwest coast of Greenland, which, from unquestionable marks, must have belonged to the sunken vessel and been frozen in the ice. "Among these numerous objects which were first found by the Eskimo (see "Danske Geografisk Tidsskrift, 1885") may be near the subscript of the subscript of the subscript.

he specially named the following:

THE RELICS OF THE DISASTER.

"A list of stores with De Long's, the commander of Jeannette, own signature. A list in writing of the Jeannette's boats. A pair of oilskin breeches marked Louis Nores, the name of one of Jeannette's crew who was saved. The peak of a cap with the name F. C. Nindemann, the name of one of the crew who was saved. Which way, then, had the flow (on which these were found) reached the west coast of Greenland? Professor Mohn had aiready in 1884, in a lecture given at a meeting of the Christiania Videnskabsselskab (Society of Science) demonstrated the acceptability of the theory that it could not have come otherwise than past the pole. Through Smith's Nound it could not have come, as the current thence runs down the west side of Rattin's Bay and in such a case it would e carried to Baffin's Land or Labrador and not to the west coast of Greenland.

"Along the coast the current runs northward and is a continuance of the Greenland polar current which runs down (southward) ong the cast coast of Greenland, rounds Cape Farewell and proceeds unward (northard) along the west coast. Only by such current could this floe have arrived. Dr. ansen likewise pointed out (according to the known currents and the experiences of the Tegethoff expedition) the impossioility of its having drifted along

THE NORTH COAST OF SIBERIA.

south of Franz Joseph Land, and through the sound between this and Spitzbergen. Dr. Namen then showed that the distance from the New Siberian Islands to the 80th degree I latitude on the east cost of Greenland was 1.360 geographical miles; from this spot to inlianchaab 1.540; together a distance of 2300 miles. The five drifted this distance with the kindliest of receptions possible 1,100 days: therefore had an average speed

of 2.6 knots a day. Dr. Nausen pointed out, however, many Dr. Nansen pointed out, however, many other known instances to prove that a cur-rent flows past the pole from Bering Sea on the one side to the Atlantic on the other. Some years ago Dr. Rink, then Governor of the David best for the pole from Bering Sea Danish settlement, Godthaab, in Greenland, procured from a native a casting stick, with which the Eskimo are wont to hard their bird darts, which he had found among the driftwood. This was entirely different from those employed by the Green-inders, and was found to be similar to the custing sticks used by the Eskimo in some parts of Aluska, and this must be conveyed by a current which is as yet unknown in its atirety, but must be presumed to flow very close to the pole or to a point between it and Franz Joseph Land.

THE COURSE OF DEIFTWOOD.

Again, the driftwood which is found up the east and west coast of Greenland of a Siberian character, consisting of the Siberian larch, a species of northern red pine (probably picea obovata), a species of alder (alausinema), and a species of poplar (populas tremula), or common aspen, all of which species are met with in Siberia, and such quantities of driftwood come ashore along the coasts of Greenland that it must presunied that it is conveyed there by an unvarying or steady current. That this likewise has been to the pole, or in its neighborhood, may be assumed from the fact that the Siberian wood has been met with north of Spitzbergen in the south-go-ing current against which Parry combated in vain.

Taking everything into consideration, one cannot but arrive at the conclusion that a current flows past some point between the pole and Pranz Joseph Land from the Siberian ice-encombered waters toward the east const of Greenland. Dr. Nansen also

an interesting subject for geologists. The material and information which it promised prove inestimable, while no successful ex-pedition had yet been accomplished before 1888. Nordenskiold had attempted to cross the "inland ice" in 1870, and in 1883 had the "inland ice" in 1870, and in 1883 succeed in penetrating some distance of the place. But he still held, in common with others, that Greenland was not wholly cov-

ered with ice. It took Fridthjof Nansen, who was endowed with the love of adventure, to demonstrate to the world that Greenland was one wast country, of which

lowland and upland were entirely covered with one mass of snow. Nansen was known in his own country. Norway, as an accomplished "skilober,

the art of traversing snow and ice on the long wooden runners known as "ski."

PREPARING TO CROSS THE ICE.

Nansen was convinced of the fact that skillful "skilobern" could manage to trav-erse the inland ice, and he resolved to un-dertake the arduous enterprise. Funds dertake the arduous enterprise. Funds were supplied by private generosity, men were found ready to accompany him in his adventures, and the old Viking spirit was rewived again at the prospect of achieving an undertaking which few had ever dared to hazard before. When completed in his outfit, Nansen, in

when completed in his outht, Nansen, in company of three other Norwegians and two Laps, set out on July 17, 1888, from the Jason, expecting to make his way easily to the shore. He started purposely from the east const, contrary to the traditions of Arctic expeditions, because, in his calcula-tions the product of the started purposely form the

tions, he came to the conclusion that if he started from the west his route would have to be retraced.

Their first attempt of drifting toward shore was unsuccessful, while their position was perilous. Ten days of terrible strife and anxiety elapsed before the conditions had changed in favor of their effecting any landing at all, and they reached the shore 240 miles south of the point at which they simed.

HOSPITALITY OF THE NATIVES.

Two weeks of strenuous work, of assidu-ous application, it took them before they could reach any place where traces of life could be found, but they were rewarded which makes Nansen emphasize in his boo by saving that "a smiling face is the Eski-

were exposed to were frequent and fatal. Cre-vasses abounded in the ice everywhere around them, and Nansen exclaims repeatedly in surprise that they hever fell lower than their armpits. After several days of incessant and ex-hausting elimbing the party found them.

hausting climbing the party found them-selves in a region where the descent was less steep and perilous. Three days of con-tinuous rain had arrested the progress of their expedition. During this time their rations were lessened, the outlook assumed a gloomy color, the Laps read their Testa-

ment, while the Norwegian gentlemen were occupied in studying their "Nautical Al-On the 28th of August the rain ceas

and in order to reach the southerly settle ment of Goltrab, they availed themselves of a favorable wind, and tried to sail their sledges, two abreast. As the wind soon dropped they had to resume their work of hauling.

edge,

A VAST PLAIN OF SNOW.

On the 31st they got the last glimpse of "land," when they soon found themselves before an interminable waste of snow covered surface. So thick is the layer of snow there, that the character of Greenland's landscape, which has been demonstrated to be as mountainous as Norway, presents one horizontal plateau.

Their toils and struggles were gradually exhausting their energies, especially when their courage was sapped by the want of proper food, which rapidly began to tell on their capacity for endurance. The continuation of their journey re-

marks them out to battle with the elements does not cook as quickly as the wheat flour. so far from comfort and civilization. To and in consequence is a stomachic irritant. Were it not unhealthy it would be only a accentuate by contrast the extreme coldness and loncliness of these dreary wastes, nature has bestowed upon it a brilliant burning mountain over 12,000 feet in height which has been named Mount Erebus. It is cheat. wisdom of many ages of experience when he said: "He that maketh haste to be rich shall not be innocent." situated in 78 degrees south latitude, near the supposed location of the southern mag-netic pole. A peculiarity of the Antarctic zone is the fact that the vegetable kingdom As to a remedy, Mr. Marshall says an expert man should be appointed inspector and that he should not only be a man of probity, but one removed as far as possigle from practical politics. The great cause of these frauds, he states, is the rage to get up

has no representative, not even a lichen or piece of seaweed growing on the rocks, and no land animals have been observed. The Antarctic regions are remarkable for the uniformity of their low temperature. IMAGINATIVE MAPS.

A few of our imaginative geographers have created a vast Antarctic continent, as extensive as Australia or the United States,

great ice cap are immense flat-topped, strati-fied, table-shaped structures of a nearly uniform height of 175 feet; but one has been seen that reached a height of 500 feet and extended four or five miles in length.

Confirmed.

age with many people. Try Iron City Brewing Co.'s ale. Telephone 1186.

creasing idea that people to be anybody must make a living without manual labor. While this country is overrun with the spawn of Old World prison galleys, it is almost impossible to get intelligent men to out of the actually discovered bits of land met here or there on the outer fringe of the ice barrier, and near the parallel of 67° south; and some of them, carried away, no met here or there on the outer fringe of the ice barrier, and near the parallel of 67° south; and some of them, carried away, no doubt, by their patriotic enthusiasm, have even gone the length of coloring it pink to denote British territory. But whether it be land or water which surrounds the South Pole, there is unanimous belief that it is covered with an immense sheet of snow and ice, hundreds, or perhaps thousands of feet deep, and occupying an area of over 3,000,-000 of square miles. One of the objects of the present expedition will be to determine, if possible, the nature and thickness of this the present expedition will be to determine, if possible, the nature and thickness of this drudges, without any controlling or even in-fluencing power in the management of their affairs. Clerks no longer, as a rule, become vast ice cap. The rocks, where they have been examined, are of volcanic origin, though the Challenger dredged up from the proprietors, and young men of ambition who spurn the old-fashioned initial progress in life, are largely forced by sharp competition floor of the Antarctic ocean many oozy specimens of other rocks supposed to be washed down into the comparatively shallow sea from the alleged continent. The icebergs broken off from the edge of the to be genteel swindlers, if not worse.

WHY DUDE CLERKS SELDOM RISE.

Seven-dollar-a-week clerks cannot con-sume the products of the country, as their income is only sufficient to afford the imitation of purple and fine raiment, and those who do try to make a living by honest, laborious effort are eaten up by speculator, and swindlers of all kinds.

THE EXPEDITIONARY PERIOD. Hitherto the expeditions to these regions have not usually started till the middle of With corn and cats chop made largely of ont hulls; pepper largely of rice hulls and corn husks, mustard of cornmeal mixtures, December, and have rarely attained their highest latitudes until the advanced season grated horse radish, half turnips, crean and the consequent rapid formation of young ice warned them to retire. As most people know, December, January and Feb-ruary form the Southern summer months, but the Antarctic has this advantage over the Arctic regions—that it can be ap-proached, circumnavigated and surveyed during the whole year. The Chellanger is tartar, 75 per cent gypsum, flour part white cornmeal, five-dollar-a-gallon whisky, a poisonous decoction that costs less than a dollar; beer and wines that are similarly fixed up and a thousand other food adulterations, the wonder is not that disease and degeneration abound, but that the race does prosched, circumnavigated and surveyed during the whole year. The Challenger is the only steam vessel that has yef furrowed the surface of the ocean beyond the 60° par-allel of south latitude, but she is quite un-protected for ice work. It is the intention of the organizers of this new expedition to invariant in a mean with need strength of not show signs of becoming extinct. Doubt-less onr ancestors had grave faults, but compared with the present genera-tion they could not adulterate worth speaking of. Civilization is defined as the creation of wants, but surely the inof the organizers of this new expedition to navigate in a vessel with good steam and sail power, especially lifted up for the work peculiar to these regions, the hull and pro-peller being strongly protected; but the smallness of the sum raised for the purposes of the expedition will preclude any dis-coveries of a sensational character. It will mainly devote itself to the theorem extelligent want of the present generation cannot be poisoning or starvation. Food cannot be poisoning or starvation. Food and clothing are not too cheap, nor is the market overstocked. The trouble is that millions are unable to find the means to 'comfortably feed and clothe themselves and they buy that which is cheap and nasty." At present bables are starved by being fed on watered milk. The sick die on acmainly devote itself to the thorough examination of certain portions of these regions already known, and will also invescount of lack of potency in frugs, and really it looks as though the survival-of-the-fittest will prove the fittest to be those who are the most expert swindlers. tigate the facilities for turning sperm oil into a paying business concern. It may help to settle, no doubt, some vexed ques-tions and enrich geography, oceanography, meteorology and other branches of physical

Caught at the Custom House.

Caught at the Custom House. NEW YORK, Sept. 15.—[Special.]—Three more dressmakors who returned to New York on the French steamship La Bretagne, came to the conclusion to-day that Customs Inspec-tor Stony was a mean thing. Five trunks belonging to them were held for duty. Mrs. K. Bough owned one, Miss A. Lacord, of 44 East Twentleth street, owned three and Miss H. Stack owned another. A trunk belonging to Mrs. L. G. Quin-lan, of New York, was also seized and held until Mr. Quinlan, who is a well-known broker, appeared on the scene. In the trunk were a number of dresses with deli-cate silk linings that looked as if they had never been worn. Mrs. Quinlan said she had worn them, and her busband contempt-uously told the Custom House officials that his wife had a habit of putting a new silk lining in her dresses every time she put them away. science, but until the Home Government sees its way to contribute about £150,000 toward the expenses of a properly equipped exploring expedition under the leadership of an experienced Arctic explorer, we cannot hope for much increase of knowl-The favorable impression produced on the first appearance of the agreeable liquid fruit remedy Syrup of Figs a few years ago has been more than confirmed by the pleas-ant experience of all who have used it, and the success of the proprietors and manu-facturers the California Fig Syrup Company. ALE finds great favor as a pleasant bever-

RWSV

A set to a set of a s

out acknowledgment and then crowding close to the end said to her partner, "Gawg there's plenty of room for you." This angered the hod-carrier and he re-marked, "If there's noom for Gawg, there's room for me" and sat down in the place where the person is living." "So it is those masters with whom Madame Blavataky was in communication from whom you also have heard. What are we to call this?" beside the girl who angrily sprang to her feet and brushing her skirts made some energetic remark to her partner. But he had more sense than to get into an alterca-

NO MIRACLE IN IT.

"There is nothing in what I have been describing that is miraculous; it is simply the knowledge of laws of nature not com-monly known. There is nothing more miraculous in one of the Mahatmas conveytion with a man able to do him up with one hand, and the pair stood until seats were vacated. There were some people in that The average male American is chivalrous and defers to women, but some men stipu-late that feminine garb must not cover a ing speech or writing across hundreds of miles than in a man in London speaking through a telephone to another man in Paris. The difference is that the Mahatmas are able to use those currents without wires, while Western science is only able to use them with wires. To speak of those men as spirits, in the ordinary sense of those men is a mistake. They are spirits as every human being is a spirit, but in no other sense. The interest of the existence of If There Is a Strike at the Continental Tube Works the Shops Are Running Full. Master Machinist James Herron, of Pittsourg Lodge 52, writes to the DISPATCH as those men lies in the view that they are what we can be, and what the whole race follows: "The statement of General Manager T. B. Everson in yesterday's DISwill be in the course of evolution. They have simply quickened their development." "And now for the connection between PATCH stating there was no strike at his works is incorrect, as the machinists went

these Mahatmas and those letters again, if you will pardon me, those mysterious leton a strike last February and are still on a strike, and T. B. Everson has been gatherters?

ing all the chunkers that he could get to "Just so. It was from those men that Madame Blavatsky came as a messenger and under their direction that she founder work in his shop. The shop foreman stated that that there are International Associathe Theosophical Society. She received from them a large number of letters, and tion of Machinists at work in his department. That also is incorrect, as he has not got any International Association of Mashe was in continual communication with them. It was alleged against her that the letters she said were from the Mahatmas were forged by herself. It is interesting in chinists men in his shop. He had two men that they brought from Oil City that did belong to the International Association of Machinists, but they were expelled from the order for violating their obligation." The statement made to THE DISPATCH. were forged by herself. It is interesting in this connection to say—as I said at the Hall of Science last night—that letters in the same handwriting have been received by myself and others since Madame Blavatsky

THOSE OCCULT LETTERS.

"This brings us to the grand point which has induced me to come troubling you. What can you tell me about the letters you have received? What was the means of their communication, how were they writ-ten, and upon what kind of paper?" "I cannot answer you there so fully as

"I cannot answer you there so fully as you might wish, because I must not. There is always this one difficulty in dealing with these matters to the public, that the modus operandi is not explained. I am pledged to secrecy, but apart from that it would be as difficult to explain the transmission of such messages as to explain the working of the telephone to a person, who knows nothing telephone to a person who knows nothing of electricity. There is a further difficulty; the forces with which the transmission of such messages is closely connected may be used for very mischievious ends. The manipulation of those forces is only taught to those who are pledged deciples of the Mahatmas."

"Where are your Mahatmas principally

"They are scattered all over the world?" "They are scattered all over the world, and belong to all nations, but the largest group of them are resident at present in Thibet, and it is with the Mahatmas there that the Theosophical Society is connected." "Does theosophy necessarily imply rela-tions with those masters of whom you have been speaking?

HIDDEN FORCES OF NATURE.

"The only condition of entrance into the Theosophical Society is the acceptance of the doctrine of universal brotherhood, but the doctrine of universal brotherhood, but those who desire to go further and study occultism—as the science of those hidden forces of nature is called—must be prepared to surrender all worldly advantages, and to live a life of complete self-sacrifice, and to work for others. The study is surrounded with so many difficulties that few who begin persevere, and fewer still succeed. Many persons have begun simply with a docine to persons have begun simply with a desire to gain powers, and they have all broken down under the conditions of training. Great courage, as well as great unselfishness, are necessary to pass even the early

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440, 753, 10:00 a. m., 12:04, 153, 050, 753, m., 12:10
p. m., Pr., O. & Y., trains for Mansfield, 7:35 a. m., 12:10
135 p. m., For Espien and Beechmont, 7:35 a. m., 425 p. m., From Meschmont, 7:05, 11:39 a. m., 422 p. m., From Meschmont, 7:05, 11:39 a. m., 422 p. m., From Meschmont, 7:05, 11:39 a. m., 422 p. m., From Meschmont, 7:05, 11:39 a. m., 422 p. m., From Meschmont, 7:05, 11:39 a. m., 422 p. m., From Meschmont, 7:05, 11:39 a. m., 5:20, 10:10 a. m., 7:00 p. m., For West Newton, 18:20, 10:10 a. m., 7:00 p. m., For West Newton, 18:20, 10:10 a. m., 7:00 p. m., For West Newton, 5:21 p. m., From West Newton, 6:15, 70:00 a. m., 7:22 p. m., From West Newton, 6:15, 70:00 a. m., 7:22 p. m., From West Newton, 6:15, 70:00 a. m., 7:22 p. m., From West Newton, 6:15, 70:00 a. m., 7:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From West Newton, 6:15, 70:00 a. m., 70:23 p. m., From Mesch Newton, 6:15, 70:00 a. m., 70:23 p. m., From Mesch Newton, 6:15, 70:00 p. m., From Mesch Newton, 70:73 p. m., From Mesch Newton, 70:75 p. m., From Mesch Newt STANDARD OIL CO.,

ARUVE-FORM New Haven, "300 a.m., 513 p.m. From West Newton, 615, 3100 a.m., 513 p.m. For McKeesport, Elizabeth, Monongahela City and Belle Vernon, 3155, 11:05 a.m., 4100 p.m. From Belle Vernon, Monongahela City, Mizabeth and McKeesport, 55:30, 7540 a.m., 11:30, 4105 p.m. "Daily, 150mdaysonly, City ücket office, 639 Smithfield street.

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Contraction of the local division of the loc

A LLEGHENY VALLEY RAILROAD-ON and after Sunday, Jone 28, 1801, trains will beave and arrive at Union station. Pitholurg, east-urn standard time: Buffalo express leaves at 2:3 a.m., 3:45 p.m. (arriving at Buffalo at 3:45 p. m. and 7:20 a.m.): arrives at 7:10 a.m., 4:25 p. m. Ol (Ity and DuBois express - Leaves 3:20.3 m., 1:39 p. m.; arrives 1:00, 6:5, 10:00 p.m., East Brady-Leaves at 6:50 a.m. Rituming-Leaves 9:50 a. m., 7:40 p. m.; arrives 5:51, 10:00 a.m., 5:53 p. m. Brachurn-Leaves 4:56, 6:16 p. m.; arrives 5:53, 1:00 g. m.; 1:30 p. m.; arrives 5:53, 10:00 a.m., 5:53 p. m.; 7:40 p. m.; arrives 5:53, 10:00 a.m., 5:53 p. m.; 1:36, 1:20 p. m.; arrives 5:53, 10:00 a.m., 5:53 p. 5:55, 1:20 p. m.; arrives 5:50 p. m.; 1:20 p. m.; 2:55, 5:20 p. m.; arrives 5:50 p. m.; 1:23, 2:15 4:40 p. m.; Hulton-Leaves 5:50 p. m.; 1:23, 2:15 5:50 p. m.; Sunday trains-Buffalo express - Leaves 5:20 p. m.; Suday trains-Buffalo express 1:20 p. m.; Rultianning-Leaves 9:50 p. m.; arrives 7:10 p. m. Rultianning-Leaves 9:50 p. m.; arrives 7:10 p. m. Hultiman parlot r on night trains between Pithapurg and Huffalo. Tiabet offlexs, No, 110 Fifth avenues and Huffalo. TAMES P. ANDERSON, Genera Superintendent. JAMES P. ANDERSON, Genera ral Ticket Agent. PITTSBURG AND WESTERN RAILWAY-Trains (CI'l Stand'd time). | Leave. | Arrive.

Mill

P. 3. TANDER AND CASTLE SHANNON R. R.-Summer Time Table. On and after June 7. 1601, until further notice, trains will run as fol-lows on every day. except Sunday. Eastern standard time: Leaving Pithsburg-Sibsam, 715 a m, 800 am, 9:35 am, 1:30 am, 1:36 pm, 3:35 pm, 5:10 pm, 5:35 pm, 6:30 pm, 9:30 pm, 11:30 pm, 5:10 pm, 5:35 pm, 6:30 pm, 9:30 pm, 11:30 pm, 5:10 pm, 5:35 pm, 6:30 pm, 9:30 pm, 11:30 pm, 5:00 pm, 5:35 pm, 6:30 pm, 5:30 pm, 5:30 pm, 5:30 pm, 1:30 pm, 1:35 pm, 5:30 pm, 5:30 pm, 5:30 pm, Arlington-9:10 am, 12:35 pm, 5:30 pm, 5:30 pm, 5:30 pm, Arlington-9:10 am, 12:35 pm, 5:30 pm, 5:30 pm, Arlington-9:10 am, 12:35 pm, 5:30 pm, 5:30 pm, Arlington-9:10 am, 12:35 pm, 5:30 pm, 5:30 pm,

skill and wonderful power to cure disease possessed by Dr. Greene, and the fact that he can now be consulted, personally or by letter, free, is a matter for congratulation for every community. Dr. Greene is the discoverer of that great nerve remedy, Dr. Greene's Nervura, and all his wonderful medicines are purely vegetable and perfect-ly harmless. Our people will be especially interested in the fact that this eminent physician has made a specialty of treating the sick through letter correspondence. If you write him a description of your case, he will return a carefully considered letter, giving you a perfect understanding of your disease, advice, etc., without charge. Suf-ferers who have failed to get relief cannot afford to neglect this great opportunity, but

afford to neglect this great opportunity, but should write to Dr. Greene at once. Be sure and send for his symptom blank to fill

DETROIT, Sept. 15.-Frank Parrish, who was brought here last week from St. Louis as a very important witness in the sensational Parrien abduction case, wrote a letter yes

Very Valuable, but Costs Nothing.

town.

Parrish a Poor Witness

The best example of getting something for nothing which has come to our knowl-edge, is the decision of the great specialist, Dr. Greene, 35 West Fourteenth street, New York, to give to the sick and suffering consultation and advice free. Enormous fees are charged by physicians of the great skill and wonderful power to cure disease

Perrien abduction case, wrote a letter yes-terday to John Considine, one of the alleged abductors, stating that he, Parrish, had iled on the witness stand when implicating Con-sidine because he hoped to get \$700 from Perrien for testifying against Considine. Parrish has been shown up in several ways to be a pretty tough character. He has left town.

The statement made to THE DISPATCH. reporter by the shop foreman was that men belonging to the association were at work and that machinists applied for work there every day. The foreman said he had all the men he needed. The reporter saw for himself that the shop was well filled with men. Mr. Everson said he was unaware of any strike. The large number of men he had at work bore him, out.