SISTERS

DO

ASIDID

YOURSHOES

WOLFFS

ACME

BLACKING

ONCE A MONTH:

QUICK

AND THE

OTHER DAYS, WASH THEM CLEAN

LADIES, IT COSTS

WILL DO IT ASK FOR IT

DEAD WOOD'S PLASTER

OIL WELL SUPPLIES,

J. W. M'FARLAND.

96 Fourth Avenue, - - Pittsburg, Pa.

BROKER IN OIL PROPERTIES.

M. V. TAYLOR,

OIL WELL SUPPLIES.

ALLISON TUBING AND CASING

WOODS'

PLASTER.

is QUICK. Others in comparison are slow or DEAD. If suffering try

PENETRATING

WITH WET SPONGE

SEE MY SPONGE?

THE PEOPLE'S COLUMN.

Communications From Dispatch Readers on Topics of Interest.

A FOREIGN VIEW OF THE TARIFF.

Instructive Article in a Manchester Paper on Barrison's Election.

SOME SUGGESTIONS FOR GOOD ROADS

A city correspondent sends to THE DIS-PATCH an interesting communication which appeared in the Manchester, England, Courier the morning after the election of President Harrison in 1888. It was intended to open the eves of the Britishers to the importance of protection and to the sheer clap-trap of the cry that Americans were improving themselves by protection. The ssue is put so pertinently that perhaps it may help to open some eyes as to the canvass now pending in Ohio. It is as follows: To the Editor of the Manchester Courier:

Sin-The return of General Harrison proves that America holdis firmly to her traditional fiscal policy. It has been a common thing recently to hear free traders say "America is coming round to free trade." I suppose now we shall listen to the old platitudes that it would be a bad thing for this country if America adopted free trade; that America suffers for the want of wholesome competition, and her citizens injure themselves for competing with us in the markets of the world, etc. Allow me to question these propositions. Our manufacturers and merchants with trading connections in the States would be delighted to have schance of sending their goods into American mar kets, and it would result in a considerable revival of trade in this country. Many of us remember how the "five years of revenue duties" during the Civil War helped English

A few words as to the lack of wholesome competition in the States. The protective system in America has created industriesor sickly industries, but healthy and flourshing industries. No wonder protection is setured for herself, and she has prosperedher citizens know the advantages of home her estiments know the navantages of home production for home consumption, and vote accordingly. To show that America has always supported the protective principle, allow me to quote from Mr. Hamilton's report to t ongress in 1809:

"But though it were true that the immediate and certain effect of a tariff was an increase of price, it is universally true that

rease of price, it is universally true that he contrary is the ultimate effect with very successful manufacture. The internal competition which takes place soon does any with everything like monopoly, and by degrees reduces the price of the article to the minimum of a reasonable profit on the capital employed. This accords with the reason of the thing and with experience.

Who can dispute this excellent reason

The Americans do not clutch at a misera-ble gain in the price of commodities by ad-notting the surplus goods of Europe free from taxation. Not they believe in devel-oping their own preducing forces. If in least years they have paid a little extra in the price of commodities, it has been the means of creating national wealth—ten; of millions annually—and finding employment for their neonle.

ar their people, Americans do not (as the eminent dis-Americans do not (as the eminent dispenser of salvation to Separatists did at Birtuingham the other day) marshal the mation
into two hostile camps—producers and consumers: they see that every producer is a
consumer, and that the masses of the people
are producers before they are consumers.
As a fact, every consumer is a producer or
living entirely out of the income of a producer. When we further the interests of
producers we help the common fund from
which all derive their incomes. It is
quite certain America does not make
distinctions between producers and consumers. All are regarded as members of the
same community, and her fiscal regulations
are framed to promote the well-being and
wealth of the whole action. So far from a
protective policy in America hindering her
inconvening with us in the markets of the
world, it is quite the reverse. Foreign trade
represents overflow trade, and the sooner
America supplies her own markets, the merica supplies her own markets, the coner will she be able to compete with us neutral markets. Whenever America tily supplies her wants as regards cotton anulactures, let Lancashire cotton manucturers quake in their boots. As a fact, Incurrent quake in their boots. As a fact, predectionist countries not only compete with us in the "mentral markets," but they are displacing us in our home markets, at our very doors. In proof of this observe the enormous quantities of provisions and manufactures sent into our home markets by the protectionist countries of Northern Europe.

Europe.

Mouni-Develop your own industrial forces, and you will have picety of employment for your people, national wealth, and very soon real cheapness into the largain. Yours, etc.

EDWIN BURGIS.

SOME ROAD SUGGESTIONS.

The Material for the Necessary Macadmizing Right at Hand. To the ! I be of The Dispatch:

If one were to make the statement that farmers were subject to a tax of at least 10 per cent on all transactions involving the ale and delivery or exchange of their products, of which they have never taken account, the farmer would be very reluctant to take it. Yet that they are subject to such a tax, is susceptible of easy proof.
All the outgoing and incoming products
and supplies of the farm have to be moved over the public highways, at a loss in time, in horse feed, in repairs and supply of vehicles and harness very greatly exceeding 10 per cent more than the necessary cost were the roads properly macadamized. In addition to all this is the discomfort and neonvenience of the farmer and the abuse

of the long suffering and patient horse.

Neither the farmer, the merchant nor the mechanic ever stops to consider that at present it actually costs more to move a ton or frieght one mile over our miserable roads than to move it 28 miles by rail. To use an illustration, it is now costing to transport 3,000 pounds from Buffale to \$2 47. To transport 3,000 pounds from Buffalo to New York by wagon, allow-ing 20 days for the trip one way, would cost, at \$3 50 per day, \$70—more than 28 times as much as by rail. Over good, solid roads the same team would take 4,000 pounds with much less labor. Now the entire farm production of the United States, not consomed on the farm producing it, is moved by wagon an average of seven miles. This is equivalent in cost to 196 miles of rail transportation. Half the horses required to do this work over the present roads could do it over solid roadbeds with practicable grades. This would turn loose scores of millions of dollars now tied up in horses, that could be diverted to other channels of tende. It would save annually millions of hay, grain and other feed from a worse than useless consumption, all of which would at once become available for fattening hundreds of thousands of beeves, hogs and sheep, a production always marketable for each. Put the roads of America in the condition the roads of France are in and you have at once effected a saving in freight equal in any view of the case to at least 25 per cent of the total cost of moving our farm prod-most presperous times we ever had. People of the total cost of moving our farm prod-ucts seven miles by wagon, which, as we have seen, equals 196 miles of rail transp Yet, this is only a part of the showing. It is not farm products alone that are transported by wagons. Tens of millions of tons of other forms of merchandise are annually transported by wagon under the same conditions of delay, annoyance and

There is an indifference to and an ignor ance of this whole road question that ap-palls the staunchest disciple of MacAdam. Yet the farmer is no fool. He believes he is working for "110 cents on the dollar, out through ignorance of the situation he, neglect, depreciates the value of land at least 20 per cent, and suffers a loss of fully 10 per cent of his cutire effort loss of fully 10 per cent of his cutire effort.

Four months in the year he lives on an island surrounded by impassable sens of mud. His loss and discomfort are great, and so is the loss and discomfort of every person desiring to see him, while the poor horse that must bear the greatest burden in the victim of our neglect and crucity.

A word as to the cost: To construct 200 miles of good macadem in every county in

Pennsylvania west of the Blue Ridge Mountains, would cost a little less than \$2 30 per year on an average valuation of \$2,500. In other words the cost to the farmer and the city resident having property issessed at \$2,500 would not exceed \$2.3 annually, and that for but 30 years. If the money were borrowed at 4 per cent and sufficient of the proceeds of the loan placed in a sinking fond bearing 4 per cent interest, the fund would just balance the entire loan in that the

in that time.

This is based on an estimated cost of \$1,800 per mile and on the present assessed value of real-and personal property of the counties in the above area. As all the materials necessary to do this work is at hand in these counties, and also all the labor required in doing it, in our view of the ques tion it might be said to cost just nothing in the sense in which that term is usually used. It does not necessarily follow that outlay is either cost or loss.

If the amount required to build 200 miles in any given county is found to be \$360,000, 30-year 4 per cent bonds could be marketed at par. To entirely extinguish this debt in 30 years would require the deposit at the same time at 4 per cent of \$111,200 nearly. This sum added to \$380,000 makes \$470,200 as the sum totals of debt incurred for the improvement and of debt incurred for the improvement and for the sinking fund to extinguish it at the end of the 30 years. Thus it is seen that an annual interest charge of \$18,848 carries and at the end of 30 years pays off and terminates the entire debt. More than this sum is being utterly wasted annually in every county in the area of the proposed improvement by our present road system, if shifting much on a highway can be called a system.

Lawrence county is used as the basis of above estimates. Its tax appraisement is a little under \$22,000,000, city and county, and the average wealth is not above the average of the State. MACADAM. NEW CASTLE, October 14.

PREVENTION OF CRIME.

Industrial Education of the Young Consid ered as a Means to That End. To the Editor of The Dispatch:

I have been an interested listener to the proceedings of the Prison Congress, and have heard many things that are of interest to the general community. Many suggestive thoughts also arise in my mind from the creed of the people. America has manu- the proceedings. I will here refer only to one or two things. Rev. Thomas K. Beecher, in his sermon on Sunday evening, said there were leaders and followers in crime, suggesting that it was a primary duty to direct our efforts against the lead-Another gentleman in the debate on Monday morning referred to the statistics of prisons, which he said conclusively prove that it is not ignorance that produces cruminals so much as idleness. In proof of this he referred to statistics which prove that the proportion of prisoners who can read, write, etc., is much larger than of those who have a trade or useful employment and he advocated industrial education as a great means of prevention of crime. Much of the prevailing crime he ascribed to a lack of the knowledge of a useful trade. As a preventive of crime he advocated teaching trades to all as a part of their education.

I wish to put these two things together, and assuming their correctness express a fe- suggestive thoughts that occurred to me. Industrial education is something very difficult in connection with the educational establishments now existing; but we have widely extended industrial establishments throughout the land, one part of whose business it is to train and educat: the young into a proficiency in those trades. Every workshop is an industrial school, and as such trains up the youth who enter it into useful knowledge and employment, enabling them to earn their support, keep-ing them from idleness, and thus being most potent factors in the prevention of crime. Hence it may be seen that the young should by all means be encouraged to learn trades, that they may become useful, productive and honorable members of society. It is desirable that all men should know some useful trade: these workshops are the schools through which they should be educated, and therefore the way through them should be free and open to all who de-

But the actual state of things shows a very different condition. Our trades unions close the doors and make it as difficult as possible for the youth of the land to learn trades. The number of apprentices is limited. A father of a large family of boys would find it very difficult, if not impossi-ble, to train all his sons in his own trade. The unions adopt these restrictive rules avowedly from selfish motives, to prevent competition, to keep up the standard of wages, etc., but the consequence is that the American workingman's son is barred out of a useful employment, and a foreign work-man comes in and takes the place that should be occupied by the native. Being excluded from useful trades, what is the result? The commercial field is over-crowded, and great evils follow. "Idleness, which is the devil's pillow," is enforced on some, and they become a criminal class. Competition in commercial lines brings wages down very low, and there is great temptation to resort to peculation to increase the amount of compensation. It is undoubtedly a selfish, and therefore an evil motive, which prevents many of these from learning and pursuing a useful trade. And a long course of evils follows in the train of that one evil.

Rev. Beecher said that the leaders and not the followers should be held responsible. Therefore, the leaders of the trades unions are largely and primarily culpable in this respect, as it is, no doubt, due to their influence that these obnoxious and pernicious rules are adopted and enforced; rules adopted in selfishness, whose first effect is to injure those for whose benefit they are pretended to be, excluding many of the families of the workmen from becoming skilled in the trade of their father, thus driving them into unknown channels which most of them are unfitted by heredity and education. What a commentary it would be upon their system if the compul-sory idle of these families should eventually fall into the hands of our visiting wardens and receive from them that education in a useful trade, which by all hereditary and just rights they should have received from heir fathers? J. WHITEHEAD, 33 Western avenue, Allegheny. their fathers?

THE OTIS PROPOSITION.

A Correspondent Who Thinks Fifty Dollars Per Capita Would Be All Right.

To the Editor of The Dispatch: In a paragraph regarding the proposition of Congressman Otis, of Kansas, to issue \$2,000,000,000 of "money," one would think you sought to create the impression that the country could not make that amount of money. This amount would not be \$30 per capita, and added to what we already have in circulation among the people, it would not make more than \$45 per capita, whereas were generally out of debt and business was transacted mostly on a cash basis. Now there does not seem to be much cause to become alarmed lest the "money" become as waste paper, even if we have the amount proposed by Otis issued. Take the St. Louis agreement and the Ocala platform. Both these demand \$50 per capita. This is a conservative demand \$40 per capita. This is a conservative demand by conserva-INQUIRER. PITTSBURG, Oct. 14

Why cough and snnoy the whole audience when Dr. Bull's Cough Syrup will

It Is a Fact

That the Equitable is the strongest life in That the Equitable is the strongest life in-surance company in the world, the surplus being over \$23,500,000, or \$8,000,000 more than the surplus of any other company. EDWARD A. Woods, Manager, Trs 516 Market street, Pittsburg, Pa.

MEN's walking gloves. New shades, JAMES H. AIREN & Co., 100 Fifth ave. MORE WELLS STRUCK

Production of the McDonald Feld Higher Than Ever Yesterday.

THE BELT WIDENS TO THE EAST. The Herron Well, Back of Noblestown, and

the Clark Well Are Dry.

WHERE THE SAND SHOULD BE HIT TO-DAY

The production of the McDonsid field was greater yesterday than it has ever been before. It reached the unparalleled amount of 45, 500 barrels. All other fields sink into insignificance beside it. As stated previously in THE DISPATCH, the Bradford field cannot be com-pared to it, because the great upper country pool was 20 miles long and on an average five miles wide. Its wells on an average five miles wide. Its wells were small but stayers. Here at McDonald the rules so far have been big wells. Where they are small they are very small, and when they are big they are tremendous. Another peculiar fact is that the first wells drilled were big ones. The owners were remarkably lucky in locating over exactly the right spots at the start. It has since transpired that several extremely light wells have been drilled in the immediate vicinity of the gushers. Supimmediate vicinity of the gushers. Sup-pose these latter wells had been drilled first, it would no doubt have deterred the operators from putring down others, and large pools of oil might never have been discovored. The whole business is a game of chance on a grand scale. It is hit or miss, with the misses usually in the majority. Two years ago all of this property between McDonald and McCurdy could have been bought for a and McCurdy could have been bought for a song, while now millions would be required to purchase it. The big producers commence just northeast of the line between Washington and Allegheny counties, and extend on a 45° line northeast to McCurdy. There may perhaps be other pools of like provided in Allegheny county but it magnitude in Allegheny county, but it will take reckless wildcatters and the exenditure of thousands of dollars to locate

Big Eastern Edge Well. The great feature of the field yesterday was the striking of the fifth sand in the No. 1 well of Guffey, Murphy & Gailey, on the Sam. Sturgeon farm. The bit broke the crust of the sand early yesterday morning, and instantly began to produce at an as-tonishing rate. The guage taken a few hours later showed that it was doing 160 barrels an hour. The drill was stopped as soon as the well began to flow. This well is located at least 1,500 feet north east of Forst & Greenlee's No. 1 on the Meve farm, and it widens the pool to the east a quarter of a mile. From this well to the Guffey, Murphy and Oakdale Company's well on the Sturgeon heirs farm which came in yesterday, and is making 30 barrels an hour on top of the sand, is nearly half a mile. They are on almost an east and west line. The Flliott No. 3 of the same parties, which lies almost half way between these two wells, was just on top of the fifth sand last night. It was standing full of oil from the Gordon, and drilling was slow. It is located about 400 feet northeast of the No. 2 Elliott, which is good for about 300 barrels a day. The well on the Sturgeon heirs will be drilled into the sand possibly to-morrow morning if the pipe line people get pipes laid to it. Greenlee & Forst's big well on the Mevey farm, which had declined to about 250 bar-rels an hour, was agitated at 8 o'clock yesterday morning, and from 1 to 2 o'clock terday afternoon put out 350 barrels of oil. 1, 115; No. 2, 125; No. 3, 150; Guckert & Steele's No. 1 Mevey, 40; Gamble, 40; M. Robb, 95; Cook lot, 15; Sauters & Co., 20; Patterson & Co., 25; Chartiers Oil Company's No. 3, Chartiers, 20; Fayall No. 2, 30; Sam Sturgeon, 160; Sturgeon heirs, 30. The Nos. 3 and 5 of Hays & Gartland were also agitated and their combined production went to more than 275 barrels an hour. The tools in Bowman, Dibert & Co.'s well on the Johns lot stuck at a few feet in the fifth sand early vesterday morning, and although they jarred all day no progress was made in getting them toward the surface. There is no

Another Well Completed. The No. 2 well of the Devonian Oil Company on the Fayall farm was drilled almost through the fifth sand yesterday and is making 30 barrels an hour. It is not considered good for any increase. The location is 250 feet east of the Royal Gas Company's big well on the Mary Robb farm. Their No. 3 Fayall, located 650 feet north east from their No. 2, is expected to reach the sand to-day. The Elliott No. 1 belonging to the Devonian Oil Company should also be in the fifth sand this afternoon. It is located 700 feet west of north noon. It is located 700 feet west of north from the Mary Robb well. No. 4 on the Fayall farm is down 1,400 feet; and Elliott, No. 2 is drilling at 1,000 feet. They have plugged the hole and moved the rig of their No. 2 on the J. H. Robb, and are now building a rig for No. 3. Rowland & Co.'s No. 1 on the McLain lot was finally drilled through the mud vein on top of the fifth sand, which has delayed them for several days, and they are now drilling in the fifth but at a late hour last night had not reached the right spot. George S. Martin & Co. were also drilling in the fifth sand in their well on the Heiser lot, but had not tapped the oil-bearing streak. Both of these wells are located just outhwest of the old Sauters No. 3 of the Royal Gas Company and east of Lecomte & Vallilee's big well on the Short lot. Lig-gett & Haymaker did not sttempt to drill any in their big Gordon sand well on the Toward lot yesterday, on account of the spurts it made from the Gordon sand.

increase to the production from the fifth sand. This well is located just southwest of

Showing in the Fifth. The bit reached the fifth sand yesterday in W. P. Rends' well at the Laurel Hill coal mines. It has been doing about 175 barrels a day from the Gordon sand, and barrels a day from the Gordon sand, and last evening it increased its production from the fifth sand four barrels an hour. It had only entered the fifth, and may yet prove big in that formation. It is now the most southeasterly located well in the field, and is probably watched by more people than any other well. If it is good in the fifth and it will make all the property befifth sand it will make all the property be-tween it and the Miller and the Mevey farms a great deal more valuable. Colonel Rend has so much faith in it being good that he has commenced the erection of three

Guckert & Steele's No. 1 on the Mevey property was drilled deeper yesterday after-noon, and its production was materially in-creased. Their No. 2 on the Mevcy should be in the Gordon sand to-day. No. 3 is about 1,700 feet deep and drilling; No. 4 is down 1,500 feet; No. 5, 1,400 feet, and No. 6 is 200 feet deep. Hays & Gartland expected to reach the fifth sand late last night in their No. 4 on the Miller farm. They have made a location for No. 9 Miller on the northwest corner of the farm not far from Guffey, Murphy & Co.'s well on the Sturgeon heirs' property. The Liberty Oil Company's No. 2, on the Haddon property, is through Big Injun sand. Their No. 3, on the Johns lot, is still fishing at 850 feet; No. 4 is spudlet, is still fishing at 850 feet; No. 4 is spudding, on the Decamp property; No. 1 is down 1,400 feet, and they have located No. 5 on the Miller property, near the railroad. Clark & Bannister are down 1,500 feet on the Hulet lot. This well is located on the north side of the valley and about 900 feet north of Colonel Rend's well. W. P. Black & Co. are still fishing in the sand at their well on the McNall lot. They are 1,900 feet deep in their well near the sand at their well on the McNall lot. They are 1,900 feet deep in their well near the coal tipple in the northeastern part of the borough. On the Thomasy lot they are down 1,200 feet, and on the Sauters property 800 feet. They shot their well on the Crook lot yesterday and increased its production from 165 to 275 barrels an hour.

Don't pay for daily bread and then groan with dyspepsia when a bottle of B. B. B. will give you relief. Repeated tests with uniform success prove that dyspepsia cannot withstand B. B. B. Dry Hole on the Clark. McCURDY-Up in this antiquated neck of the woods there were some new features yesterday which caused a little ripple of "I have taken the second bottle of Burdock Blood Bitters, and it has cured me of dyspepsia with which I uffered for six years.
"W. W. HAMILTON, Lock Haven, Pa." excitement among the fraternity. This field is supposed to extend almost to a northwest and southwest line, running

through Oakdale. A dry hole was completed yesterday which created some comment.
It belongs to Guffey, Murphy & Co., and
is on the William Clark farm. It is located
just about half a mile northwest of the
Woodland Oil Company's well on the Gamble farm, and 150 rods north of the small wells on the John Ewing farm. The Ewing farm is between the Clark and the Gamble wells on the John Ewing farm. The Ewing farm is between the Clark and the Gamble wells. It was reported to be almost through the fifth sand with scarcely a showing of oil. On a 45° line the Clark well shows up west of all the good wells, and consequently, is placed in the category of wells outside the belt. There were many, however, who be lieved that it would show up for at least a paying well. The Forest Oil Company's No. 1, on the J. N. Neeley, was in the Gordon sand last night. Their No. 1, on the Walker farm, is also in the Gordon sand. The Neeley well is 200 feet south of Gordnier & Co.'s No. 1 on the Mertz farm. This latter well is 40 days old and is still producing 620 barrels a day. Altogether it has produced over 30,000 barrels of oil. Gordnier & Co.'s No. 2, on the Mertz farm, is due to get the fifth sand the last of next week, and they have two other wells drilling on the same farm. W. P. Black's well, on the Phillips property in northeast McCurdy, will get the last sand to-morrow. sand to-morrow. Dry Beyond a Doubt

NOBLESTOWN.-It is now pretty safe to say that the Forest Oil Company's No. 2 on the Herron farm will be small. It was 34 feet in the fifth sand last night. It only flows every three or four hours and ther does not make over four or five barrels. As it now stands it will not be over a 50-barrel pumper. The sand as they go deeper is hard and fine. It is located only 400 feet east of the Baldwin well which makes it so much more mysterious. There are not enough wells yet drilled in the locality to determine whether it is a hard that the Baldwin well well. spot in the sand, whether the Baldwin well is on the eastern edge of the pool, or whether a narrow streak goes through this region. If it does not improve it will be drilled to the Hickory gas sand. This lies 80 feet below the bottom of the fifth sand. Not half a mile northeast of this well is the big Mathews gusher of Guffey, Murphy, Jennings & Co. It was struck on July 16, and since that time has produced 300,000 barrels of oil. For several weeks it did only 40 barrels an hour. It was then drilled a little and went up to 300 barrels an hour, from which point it settled down gradually to 210 barrels an hour, which it was doing yesterday. This firm has four wells within a radius of 1,000 reet which produced 19,200 barrels of oil yesterday. They are the Mathews No. 1, Bell Nos. 1 and 2, and Herron No. 1. Their Herron No. 2 will be in the fifth sand to-morrow or Saturday. It is only 250 feet southwest of the Mathews and has been drilling very slowly on account of the hole being full of Gordon sand oil. Their No. 4 on the Herron farm, which is

quarters of a mile southwest from the Mathews wells. Emery & Co. are rigging up on the school house lot, 300 feet south-

The gauges of the wells yesterday showed

the following production per hour: Green-lee & Forst's Mevey No. 1, 350; Matthews, 210; Bell No. 1, 150; No. 2, 160; Herron,

150; Baldwin, 150; Elliott, 150; Miller No

Sale of Oil Lands.

The Andrew's Oil Company's producing property and interests in and about Mt. Jewett, McKean county, have been sold. The purchasers were F. D. Wood and L.

W. Young, of Bradford. The property is located on five warrants, includes the vil-lage site of Mt. Jewett, and extends on a

belt line four miles to the southwest of tha

place. There are, in round numbers, 3.800

acres, subject to one-eighth royalty included

in the transfer, and on this there are 80 wells fully equipped, with a production of

300 barrels a day.

The consideration is not made public, but no doubt the owners realized a handsome

figure, from the fact that this is one of the finest properties in the northern oil field,

and there is a large proportion of the tract undeveloped that is undoubtedly good pro-ducing property. The Andrews Oil Com-pany was organized by the late Frank W. Andrews, a brother of Cyrus Andrews, of

Personal.

L. E. Hamslier, of Bradford, a business partner of Lewis Emery, Jr., visited the McDonald field yesterday.

AS SILENT AS OYSTERS.

The Independent Producers Will Only Di-

vulge the Names of Officers Elected.

FRANKLIN, Oct. 14.—[Special.]—The Producers' Protective Association General As-

sembly held an all-day meeting here, and

with the exception of a list of the newly-

elected officers nothing can be learned of

the results of the meeting, or whether or

not the independent refiners will join with the association. After electing the follow-

the association. After electing the following officers the convention adjourned:

President, Hon. J. W. Lee, Franklin;
Vice President, Colonel Rufus Scott, Wellsville, N. Y.; Treasurer, A. D. Wood,
Warren; Secretary, J. R. Goldsborough,
Bradford; Board of Directors—Jerome B.
Akin Weshington, Pa. Board, Shayman

Akin, Washington, Pa.; Roger Sherman Titusville; David Dale, Butler; Michael

Murphy, Pittsburg; Lewis Emery, Jr., Bradford. Nearly all the delegates have

left for their homes, and those that are left

Yesterday's Market Features.

Trading was light all along the line, and

the feeling was rather bearish. November closed a big fraction under the opening.

The initial figure was 62%, which was high-water mark. The lowest was 61% and the finish 61%. Cash was neglected. McDonald is still a wet blanket. Refined at New York, 6.30%6.45c; London. 55%1. Antwerp. 15%6. Daily average runs, 81,830; daily average shipments, 83,901.

Daily average runs, 98,830; daily average shipments, 83,901. OIL City, Oct. 14.—National Transit certificates opened at 62½c; highest, 62½c; lowest, 61½c; closed, 61½c; sales, 65,000 barrels; clearances, 240,000 barrels; shipments, 156,271 barrels; runs, 115,060 barrels; Bradford, Oct. 14.—National Transit certificates opened at 62½c; closed at 61½c; highest, 62½c; lowest, 61½c; clearances, 436,000 barrels.

CLEVELAND, Oct. 14.—Petroleum, easy; S. W. 110°, 6½c; 74° gasoline, 7c; 80° gasoline, 10c; 63° naphtha, 6½c.

NEW YORK, Oct. 14.—Petroleum opened weak and declined ½c under liquidating sales by local leaders, then became steady and remained so until the close. Pennsylvania oil—Spot opening, 61½c; highest, 61½c; lowest, 61½c; closing, 61½c; closing, 61½c; lowest, 61½c; closing, 61½c; Lima oil—No sales. Total sales, 30,000 barrels.

IMPROVEMENT, THE PROMISE OF CURE.—No array of words can give a dyspeptic one-half the hope that comes from the relief which always follows the use of Burdock Blood Bitters, and the promise of cure is never broken.

"Having suffered from dyspepsia for two or three years, I decided to try B. B. and after faking one bottle I found myself so much better I got another bottle, and after taking that I had no more need of medicine.
"MRS. G. C. WHITE, Taberg, N. Y."

cure is never broken.

preserve the silence of oysters.

Pittsburg.

east from the McNall well.

ALWAYS IN STOCK. ROOMS 35 and 36 Fidelity building. Phone 797. HAYS & TREES, Contractors We make a specialty of building located 600 feet north of the Forest Oil Company's Herron No. 2, will be due in NATURAL GAS LINES AND WATER MAINS, 10 or 12 days. They are still fishing in Herron No. 3 at 1,480 feet. Mathews No. 2 Herron No. 3 at 1,480 feet. Mathews No. 2 will be spudding to-morrow. A rig is being built for Herron No. 3; also, for Mathews No. 3. No. 3 Herron is located 1,000 feet south of Bell No. 1. They are building a rig for Bell No. 4, which is north of No. 2 1,000 feet and they have made a location for Bell No. 5, one mile north of the Mathews No. 1. McNall & Co. are drilling on the Peter Wecker farm at 900 feet. It is located 900 feet northwest of Noblestown and three quarters of a mile southwest from the Room 410 Hamilton Building. PITTSBURG, PAL Correspondence solicited.

IRELAND & HUGHES, Forge and Machine Shop

And Manufacturers of

OIL and ARTESIAN WELL DRILLING AND FISHING TOOLS,

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Ohio Water White Legal Test.
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TWENTY DOCTORS FAILED

To Even Relieve Mr. Hahn. His Lungs Were Diseased, Lost 30 Pounds of Flesh, Afraid of Con-

Cured Over One Year Ago by the Spe cialists of the Catarrh and Dyspepsia Institute, 323 Penn Ave., Pitta.

sumption.

30 of His Neighbors and Friends Since Applied for Treatment.

THEIR CURES ARE PERMANENT. Almost everyone at Sharpsburg and icinity knows Mr. Fred Hahn. He is also

Almost everyone at Sharpsburg and vicinity knows Mr. Fred Hahn. He is also well known throughout Allegheny county and Western Pennsylvania.

Many people know how he had suffered for so long a time from catarrh, dyspepsia and a diseased condition of his lungs. His stomach gave him an endless amount of trouble, He had belching of gas from his stomach after eating, sour taste, and often feit like vomiting his food. His appetite was poor, and as his liver was much enlarged it gave him great pain. In fact, he would often be taken with such sharp cramps and pain across his stomach and howels it seemed as if he could not live. He had palpitation of the heart, dizziness, weakness and pain across the small of his back and a numb, lifeless feeling in his limbs. He could get but little sleep, and as every change of the weather gave him cold, he took on a lingering cough. His breath became short and he felt pain and soreness in his lungs and under his shoulder blades. Night sweats weaknead him very fast, and he graduelly grew worse until he lost 30 pounds of flesh. Having a wife and two small children whom he dearly loved depending on him for a living, and having spent all his money in doctoring to no avail,

money in doctor-ing to no avail, not being able to work, he became discouraged and disheart ened, and often ancholy that he tempted to jump into the river and thus end his

Mr. Fred Hahn. tions that seemed similar to his own. He resolved to call on these specialists. He did so, and was told that he could yet be cured. Although he had but little faith, he resolved to try once more, and after taking a course of treatment became cured. It is now over one year since he became cured. He says: "The above history of my disease and cure is true in every respect. I had received treatment from 20 physicians, yet gradually grew worse, and for one year before beginning treatment with these physicians I was scarcely able to do any work. I feel well and strong, and words do not express the Joy that I feel that my life has been spared and health restored. I hereby sign my name. "Fred Hahn." Mr. Fred Hahn.

Remember the Name and Place, The Catarrh and Dyspepsia Institute, 323 Penn Avenue, Just Below Fourth Street, One

Block From Exposition. Dr. Grubbs and associates hold special con-sultations Tuesdays, Thursdays and Satur-

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TERMS FOR TREATMENT: \$5 00a month and upward. CONSULTATION FREE Office hours, 10 A. M. to 4 P. M., and 6 to 8 P. M. Sundays, 1 to 4 P. M. Patients treated successfully at home by correspondence. Send two 2-cent stamps for question blank, and address all letters to the

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Dr. Whittier's life-long, extensive experience insures accentificand reliable treatment on common sense principles. Consultation

on common sense principles. Consultation free. Patients at a distance as carefully treated as if here. Office hours, 9 A. M. to 8 P. M. Sunday, 10 A. M. to 1 P. M. only. DR. WHITTIER, 814 Penn avenue, Pttsburg, Pa. (A\$49-beuWE)

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RAILROADS.

Istanburg and Castle Shannon K. 2.—

1st Louis and Castle Shannon K. 2.—

1st Louis and Castle Castle Will run as follows on every day. except Sunday. Eastern standard time: Leaving Pittaburg—6:25 am, 7:15 am, 5:05 am, 7:15 am,

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.

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 4.45 P. M., New York 7.09 P. M., Baltimore 4.40 P. M., Washington 5.55 P. M. Philadelphia 4.45 P. M., New York 7.09 P. M., Baltimore 4.40 P. M., Washington 5.55 P. M., New York 2.30 P. M., Philadelphia 11.25 A. M., New York 2.40 P. M., New York 2.40 P. M., Philadelphia 12.15 P. M., New York 2.30 P. M., Philadelphia 12.15 P. M., New York 2.30 P. M., Philadelphia 12.15 P. M., New York 2.30 P. M., Philadelphia 12.15 P. M., Day Express daily at 8.00 A. M., arriving at Harrisburg Accommodation daily, except Sunday, 5.23 A. M., arriving at Harrisburg 2.50 P. M., Day Express daily at 8.00 A. M., arriving at Harrisburg 1.00 P. M., Philadelphia 6.50 P. M., Mew York 9.50 P. M., Philadelphia 6.50 P. M., Mail Express daily at 12.50 P. M., arriving at Harrisburg 10.00 P. M., connecting at Harrisburg with Philadelphia Express daily at 4.30 P. M., arriving at Harrisburg 10.00 P. M., Philadelphia 2.55 A. M., Baltimore 6.20 A. M., Washington 7.50 A. M., Philadelphia 6.50 P. M., arriving at Harrisburg 2.50 A. M., Baltimore 6.20 A. M., Washington 7.50 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M., New York 8.00 A. M., Philadelphia 6.50 A. M.,

SOUTH-WEST PENN RAILWAY. Uniontown 5.30 and 8.35 A. M., 1.45 and 4.25 M. week-days.

MONONGAHELA DIVISION.

ON AND AFFER MAY 35th, 1891.

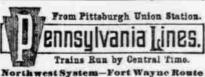
For Monongahela City, West Brownsville, and Uniontown 16.40 A. M. For Monongahela City and West Brownsville 7.55 and 10.40 A. M., and 4.50 P. M. On Sunday, 8.55 A. M. and 1.01 P. M. For Monongahela City only, 1.01 and 5.50 P. M. week-days, Dravosburg Account, 6.00 A. M. and 3.20 P. M. week-days, Uest Elizabeth Accom, 8.35 A. M., 4.15, 6.30, and 11.55 P. M. Sunday, 9.49 P. M. WEST PENNSYLVANIA DIVISION. ON AND AFTER MAY 25th, 1891, From FEDERAL STREET STATION, Allegheny

City:
For Springdale, week-days, 5.20, 8.25, 8.50, 10.40, 11.50, A. M., 2.25, 4.19, 5.00, 6.06, 6.20, 8.10, 10.30, and 11.40 P. M. Sundays, 12.57 and 9.30 P. M. For Butler, week-days, 6.55, 8.50, 10.40 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. Sundays, 12.35 and 9.30 P. M.
For Apollo, week-days, 6.40 A. M., and 5.00 P. M. For Apollo, week-days, 10.40 A. M., and 5.00 P. M. For Blairaville, week-days, 6.55 A. M., 3.15 and 10.30 P. M.

F. M.

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

CHAS, E. PUGH, General Pass'r Agent,
General Manager.



Northwest System—Fort Wayne Route
Defart for Chicago, points intermediate and beyond;
3.55 a.m., *7.10 a.m., *12.20 p.m., *1.00 p.m., *8.15
p. m., \$11.30 p.m. Ambre from same points: *12.05
a.m., \$12.20 a.m., *6.00 a.m., *6.35 a.m., *6.00 p.m.,
*6.50 p.m.
Defart for Toledo, points intermediate and beyond;
71.10 a.m., *12.30 p.m., *1.00 p.m., \$11.20 p.m. Abbrevation same points: \$12.40 a.m., *0.35 a.m., *6.00 p.m.,
*6.50 p.m.
Defart for Cleveland, points intermediate and beyond; *16.10 a.m., *7.10 a.m., *12.35 p.m.,
*11.10 p.m. Ambrevations amb points: *6.50 a.m.,
*2.15 p.m., *6.00 p.m., *7.700 p.m.
Defart for New Castle, Eric Youngstown, Ashtabula, points intermediate and beyond: *17.20 a.m.,
*11.250 p.m. Ambrevations amb points: *1.25 p.m.,
*11.10 p.m.
Defart for New Castle, Jamestown, Youngstown and Niles, *13.45 p.m. Ambrevations and Niles, *13.45 p.m. Ambrevations *12.20 a.m., Ambrevations*
19.10 a.m., Ambrevations
19.10 a.m., Ambrevations
10.10 a.m., Ambrevations
*10.

19.10 a.m. Depart for Youngstown, *12.20 p.m. Arrive from Youngstown *6.50 p.m.

Southwest System-Pan Handle Route Southwest System—Pan Handle Route
Drart for Columbus, Cincinnat, 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: "1.85 a.m., "8.00 a.m., "5.55 p.m.
Drart for Columbus, Chicago, points intermediate
and beyond: "2.10 a.m., 12.05 p.m. Arrive from
same points: "1.85 a.m., 12.05 p.m.
Drart for Washington, 16.15 a.m., 18.35 a.m.,
11.55 p.m., 18.30 p.m., 18.50 p.m.
Drart for Washington, 16.15 a.m., 18.50 a.m.,
110.25 a.m., 12.35 p.m., 14.55 p.m.
Drart for Wheeling, 17.00 a.m., 12.05 n.m.,
110.25 a.m., 12.35 p.m., 18.50 a.m.,
12.45 p.m., 18.10 p.m. Arrive from Wheeling,
12.45 p.m., 18.10 p.m., 18.50 p.m.,
PULLMAN SLEEPING CANS AND PULLMAN DIMMG
CARS run through, East and West, on principal trains
of both Systems.

TIME TABLES of Through and Local Accommoda tion Trains of either system, not mentioned above, can be obtained at 110 Fifth Avenue and Union Station, Pittsburgh, and at principal sicket offices of the Fem-sylvania Lines West of Pittsburgh.

WOOD, E. A. FORD, Daily. †Ex. Sunday, 1Kz. Saturday, TEx. Monday, JOSEPH WOOD, Smerel Passeager Agrat.

BALTIMORE & OHIO RAILROAD. Schedule in effect Sept. 19, 1891. Eastern time.
For Washington, D. C., Baltimore. Philadel-phia and New York, *sils a. m. and *li20 p. m. For Cumberland, *sils a. m., *il 10, *li20 p. m. For Connellaville, 2520, 2516 a. m., *ili0, *ili0.

nd "9:20 p. m. For Uniontown, \$5:40, \$8:15 s. m., \$1:10 and \$4:15 p. m. For Connellsville and Uniontown, 8:35 a. m., on Sunday only. For Mt. Pleasant, 25:40 and 28:15 a. m., 21:10 and For Machington, Pa., 7:20, 18:30, 29:30 a. m., 4:00, 18:30, 7:43 and 11:55 p. m.
For Wheeling, 7:20, 18:30, 19:30 a. m., 1 4:00, 7:45 and 11:35 p. m.
Eor Cincinnati and St. Louis, 7:20 a. m., 7:45

Eor Cincinnati and St. Louis, 7:20 a, m., 7:45
p. m. For Cincinnati, 11:55 p. m. (Saturday only),
For Columbus, 7:20 a. m., 7:45 and 111:35 p. m.
For Newark, 7:20 a. m., 7:45 and 111:35 p. m.
For Chicago, 7:20 a. m. and 7:45 p. m.
From Columbus, Cincinnati and Chicago, 7:25 a. m.,
From Columbus, Cincinnati and Chicago, 7:25 a. m.,
8:30 p. m. From Wheeling, 8:25 g. m., 7:35 p. m.
Parior and sleeping cars to Baltimore, Washington, Cincinnati and Chicago,
12:40, 78:50 p. m.
Parior and sleeping cars to Baltimore, Washington, Cincinnati and Chicago,
13:41, 13:41, 22:41, 22:41, 23:41, 24:4 J. T. ODELL, CHAS. O. SCULL, General Manager, Gen. Pass. Agent.

General Manager.

Gen. Pass. Agent.

A LLEGHENY VALLEY BAHLROAD-ON and after Sunday, June 2, 1501, trains will leave and arrive at Union station, Pittsburg, eastern standard time: Buffulo express leaves at 5:29 m. of the control of

PITNBURG AND LABE ERIZ RAHLROAD

COMPANY-Schedule in effect June 14, 1891, central time—P. & L. E. R. R.—Depart—For Cleveland, 4:20, 3:00 a. m., 1:20, 4:20, 9:46 p. m. For Clinchmant, Chicago and St. Louis, 4:30 a. m., 1:35, 1:24 p. m. For Clinchmant, Chicago and St. Louis, 4:30 a. m., 1:25, 1:45 p. m. For Buffalo, 8:00 a. m., 4:20, 7:54 p. m. For Saiamanca, 7:50 a. m., 1:50, 3:46 p. m. For Hoffalo, 8:00 a. m., 4:20, 7:50 p. m. For Hometown and New Castle, 4:30, 7:50, 7:50, 7:50, 8:50, 9:45 a. m., 1:20, 4:20, 7:50, 8:50 a. m., 1:20, 4:20, 7:50, 8:50 a. m., 1:20, 1:20, 1:55, 3:30, 4:25, 1:420, 4:25, 5:20, 7:50, 11:245 p. m. For Chartiers, 4:20, 7:50 a. m., 1:23, 1:20, 1:35, 3:30, 4:25, 1:420, 4:25, 5:20, 7:50, 11:245, 1:20, 1:55, 3:30, 4:25, 1:420, 4:25, 5:20, 7:50, 11:245, 1:20, 1:55, 3:30, 4:25, 1:420, 4:25, 5:20, 7:50, 11:245, 1:20, 1:55, 3:30, 4:25, 1:30, 1:30, 5:40, 7:50 p. m. From Cleveland, 7:50 p. m. From Saiamanca, 7:500 a. m., 1:230, 10:05 p. m. From Youngstown and New Castle, 7:40, 41:50 a. m., 1:235, 1:30, 7:50, 7:50, 7:50, 10:05 p. m. From Heaver Falls, 5:20, 7:50, 7:50, 10:05 p. m. From Heaver Falls, 5:20, 7:50, 7:50, 7:50, 10:05 p. m. From Heaver Falls, 5:20, 7:50, p. m., 1:25, 10:05 p. m. From Heaver Falls, 5:20, 7:50, p. m., 1:25, 10:05 p. m. From Heaver Falls, 5:20, 7:50, p. m., 1:25, 10:05 p. m. From Heaver Falls, 5:20, p. m., P. C. & Y. trains for Mansfield, 7:25 a. m., 11:18 435 p. m. For Legs from Mansfield, 7:35, 11:39 a. P. C. & Y. trains from Mansfield, 7:35, 11:39 a. m. from Beechmont, 7:35, 11:39 a. m. P., McK. & Y. R. R.—Depart—For New Haven, 48:20, 10:10 a. m., 7:300 p. m. For West Newton, 48:20, 10:10 a. m., 7:300 p. m. For West Newton, 9:30, 10:10 a. m., 7:30 p. m. For Mest Newton, 9:30 a. m., 7:39 p. m. From West Newton, 6:15, 7:30 a. m., 7:39 p. m. From West Newton, 6:15, 7:30 a. m., 7:39 p. m. p. m. From West Newton, 6:15, 9:00 a. m., 5:20 p. m.
For McKeesport, Elizabeth, Monongabeia City and Belle Vernon, 6:46, 11:05 a. m., 4:00 p. m.
From Belle Vernow, Monongabeia City, Elizabeth and McKeesport, 76:20, 77:40 a. m., 1:20, 4:06 p. m.
'Dally. (Sundays only.
City ticket othere, 629 Smithfield street.

PITISBURG AND WESTERS RAILWAY-

Mail, Butler, Clarion, Kane 6:40 a m 11:20 a m
Akron and Erie 7:30 a m 7:30 p m
Butler Accommodation 9:30 a m 2:35 p m
New Castle and Butler 10:50 p m 11:36 a m
Chicago Express (daily) 2:00 p m 11:36 a m
Eleiscopie and Butler 4:25 p m 5:20 a m
Butler and Foxburg 10:30 p m 7:30 a m
Butler and Foxburg 10:30 p m 7:30 a m
Firsteclass fare to Chicago, 80:30. Second chas.
50. Pullman buflet sleeping car to Chicago daily.