# IN NORTHERN FRANCE.

The Story of a Trip Through Old Britanny and Fair Normandy.

FROM HAVRE TO ROUEN BY BOAT.

A Seaside Resort Like Coney Island and Bar Harbor in One.

### THE QUEER WAYS OF FRENCH BOATMEN

CORRESPONDENCE OF THE DISPATCH.] ROUEN, Sept. 24.-"Never mind your shawlstraps; come up on deck," cried my French steamer friend. "You mustn't miss the entrance into the harbor. All Havre will be on the jetty to greet us. The news that one of the Trans-Atlantique steamers is coming in spreads like wildfire through the town and everyone rushes to the quais. Oh, it's very different from New York."

And it was. The harbor of Havre is entirely artificial-just a little bit of the mouth of the Seine fenced off by elaborate breakwaters, and the entrance is so narrow that the steamer almost grazed the granite walls. Sure enough, the jette du nord was alive with people, and that dear, well-remembered French crowd-priests and soldiers and bonnes, with funny grown-up children that look like the children in fashion plates, overdressed mondaines and underdressed bourgeoises, all waving hats, handkerchiefs and parasols, eager, gav, hospitable-very different from New York, indeed.

THE SCRAMBLE FOR BACKSHEESH. As our carriage finally drove away with our trunks triumphantly piled on the box, we were pursued for blocks by an army of bluesmocked men with outstretched palms, who insisted that we could never have gotten through but for their assistance, and it was not until we had outstripped the last one and were driving up to the hotel we began once more to breathe freely. the hotel that

Havre is a very busy commercial city very modern and very uninteresting. It is to a surprising extent merely the terminus of the Transutlantique line. The shop-windows, instead of disporting the usual views of churches and chateaux, are filled with photographs of the big liners, especially la Tournine, the new 10,000 ton steamer hat beat the record on her first trip. The grst thing mine host suggested to us as an amusement was a visit to the steamer which had just come in from New York.

## THE SOJOURN IN HAVRE.

We had proposed to linger only a few hours in Havre, but fate otherwise disposed of us. We wished to go to Rouen by boat and we had arrived an hour too late on Sun-day. Monday the boat broke down, but since we had waited so long we decided to wait till Tuesday for it, and we devoted our spare day to an excursion to Trouville, the famous watering-place of the Normandy

Trouville has an atmosphere all its own, It isn't like any place of ours, or rather not like any one place. It is an odd jumble of Bar Harbor and Coney Island tine sandy beach, dotted with bathers and shovel-and-bucketed children and family groups sitting under red and white striped awnings that were half umbrelia and half tent recalled Conev Island, as did also the ringerbrend Eden Casino in the background, frequented, as our friend remarked, by des personnes peu serieuses. The steep hill, risne up from the shore, with its beautiful views, substantial chalets and chateaux, partook, on the other hand, of Bar Harbor. substantial they are, but scarcely attrac-

SUMMER COTTAGE ARCHITECTURE.

There are only two types, square stone bouses unornamented save by tiling of questionable taste, and rather philistine imitations of the old Roman dwellings, distinguished by complicated gables—cris-cross inhiter-work on the walls. They are noneyed people who live here, one mentor said in answer to my query-occasionally distinguished people. That house with the scautiful trees and rare shrubbry around it belonged for many years to M. Thiers, the tormer President of the Republic. But the real grand monde, the veritable "high-life," as the Parisian anglomaniaes called it. never comes to Trouville.

Trouville has another side, besides its butterfly summer-season aspect. Forty years ago it was a primitive fishing village and the old life still goes on side by side with the new. Coming down through the quaint old town we stopped at Notre Dame des Victoires and happened upon it just in time for a welding among the more prosperous class of fisher folks.

A WELDING OF FISHER POLK.

The steps were thronged with eager urchins. The Suisse, magnificent in cocked hat, gold lace and silver baton, presided at the door. The "contracting parties" were late, but as it was not a very important wedding, the priest was thriftily saying the nuptial cass before their arrival. A yell from the gamins outside heralded their approach. The Suisse threw open the great ers and the bridal party filed in firstabout 30 relatives, who entered two-by-two, male and female, and stationed themselves on each side of the aisle. They were all sorts of costumes, from

smocks and Breton headdresses to silks and Paris bonnets. One bronzed young man, evidently the dude of the occasion gloried in a swallow-tail cont. Then came the orange blossoms, followed by a very much -cared groom escorting an equally seared younger sister-in-pig-tails, of the bride. TROUVILLE'S FISHING PLEET.

We got down to the fish market and the wharves again just in time to see the fishing fleet set sail for a two or three days' trip. The boats are of the most clurky, ingainly build I ever saw, almost as broad as they are long, and dirty in the superla-tive degree, but their huge red or green triangular sails make them picturesque

The next day fate relented and allowed us to pursue our way to Rouen. If you are not pressed for time (and it's a good general rule not to be pressed for time) on't be beguiled into going from Havre o Rouen by rail. You will be told that the moat is dirty, which is true, and that it is slow, which is true also, and perhaps your adviser will add what Madame at the hotel said to me, namely, that she could not conceive why any one should go to Rouen by ionat—unless it was to see the country. Our steamer, ironically yelept the "Chamois," (the "Ox" would have been far more appropriate), was advertised to sail at 9 clock, and really got off within 40 minutes

The Seine narrows quickly. It is far from an imposing river by our standards, but is very pretty and very varied. We would steam past a few miles of bold white cliffs that reminded one of the Palisades on the Hudson then the cliffs would break and roll off in billowy hills mantled with a warm cedary growth. Then the hills too would fade away and leave long stretches of meadow land covered with herds of cattle and disected now and then by a long row

of Lomhardy poplars.
Once in a while we would pass a chateau half hidden among the trees on a hill-top of the same unexciting type as those at Trouville. Not so the ancient chateau of Tancarville, a great pile of yellow stone planked by two ivy-grown towers and perched on a rock 160 feet above the Seine, the one-time abode of the doughty Norman Knight, Raoni de Tancarville, Grand Chamberlain of William the Conqueror. Even more imposing than the chateau are the ruins of the abbey of Jumieges, which dates from the for women. Boxes rented at \$5 and upposing than the chateau are the ruins of the far away year 654 and contains, among other things, the heart of Agnes Sorel, the beautiful mistress of Charles VI, and the ever faithful friend of Joan of Arc.

POLIEN BECOMES A CAPITAL It was at Jumieges that the dragon ships of Rolf, the Northman, stopped in the slight ninth century and where they were met by price. the Archbishop of Rouen, who fully ex-

pected to be offered up a living sacrifice to the gods of Valhalla. Great was the sur-prise of the panic-stricken Rouennais when their Archbishop came back to them safe and sound and announced that he had made a treaty with the Vikings; that Rouen was not only not to be harmed, but was to be the capital of the new kingdom they had

decided to conquer.

Meanwhile our dragon ship pursued her peaceful way. We paused abreast of every little village with its low-thatched houses huddled around its old church in true henand-her-chicks fashion, and a cherub-faced little boy trotted around the boat calling out, "Voyageurs pour Quillebour and Mailleraye" (as the case might be), in a shrill crescendo, and a "bac" put out from shrill crescendo. and passengers. The "bac" is that square, flat-bottomed ferry-boat, propelled by one great our, which Renouf and his school are so fond of painting.

DELIVERING A CARGO.

One cargo consisted chiefly of plum baskets. When we started the decks were almost covered with them. But it wasn't necessary to stop to deliver these.
"There is so-and-so in his bac waiting for his plum baskets," the man at the wheel uld say, and straightway several hundred baskets would be dumped over into the river, when they floated slowly down stream

and could be picked up by their owner at One of the straugest features of the trip was a village we passed which was cut en-tirely out of the cliff-a row of cave dwellings facing on a ledge road. The white, chalky country rock is very soft, and I suppose it appeared simpler to the peasants to hollow a house out of solidity than to build

up solidity about a hollow.
It was very much nearer 6 than 3 o'clock when we turned a bend in the river and came upon a city built on a hill side and the

cherub-faced boy chanted (as one might an anthem) "Voyageurs pour Rouen!"

At last we are in Normandy! I suppose Havre and Trouville are in Normandy in the superficial geographical sense, but not really. To live in Normandy means to divest oneself of a number of prejudices. The only drink you are provided with is cider, and you must learn to keep the same knife and fork through a ten-course dinner, beginning with fish and ending with salad.

### TO BUY VALLEY FORGE.

The Daughters of '76 Will Also Exhibit

Revolutionary Relies at the Fair. CHICAGO, Oct. 20 .- The Illinois Chapter of the Daughters of '76, members of the Daughters of the American Revolution, met here to-day. The objects of the society are the purchase of the field of Valley Forge, for which \$55,000 are required, and the making of a Revolutionary exhibit at the World's Fair. It was announced at the meeting that space for the latter purpose had been accorded to the society in the woman's building. It is intended to exwhich a model of the colonial mansion, in which all the appointments are to be genuine relies of the Revolutionary epoch. The following letter from Mrs. President Harrison, the National President of the order, was read:

It was with the greatest pleasure that I take up my pen to send you words of greeting and encouragement. Your regent, Mrs. Osborne, has kindly placed in my hands one of your programmes containing the outline of study for the coming year. I am delighted that year, Chanter has shown so, much wis. that your Chapter has shown so much wisdom in preparing the work for your mem-bers and I feel assured that the women who are so educating themselves with the his-tory of their own country-familiarizing themselves with its establishment and struggles and success—are the best fitted to "rock the cradles of our future rulers."

### THE DOMINION DEFENSES.

Lord Salisbury Requires a Better Report

Than That Already Received. OTTAWA, Oct. 20.-The home Government called upon the Governor General to request the Minister of Militia to submit to His Excellency at the earliest possible moment for transmission to Downing street the report of the defenses and fortifications of Canada, which was prepared some time since Canada, which was prepared some time since under the supervision of his department. Lord Salisbury's administration is preparfor No. 9 in the northwestern corner of the militar; estimates and revising the whole imperial system of outlay for pur-poses of offense and defense, and requires his information from Canada as part of the data for the division.

Major General Herbert, Commissioner of the Militia in Canada, it is understood, made a general report to the Imperial Government on the military system of the Dominion. The report which the Minister of Militia has been requested to transmit to London is more elaborate than this

# ANOTHER CORAOPOLIS FIRE

Leads Residents to Consider the Need of Means to Fight Flames.

The necessity for fire departments in rural towns was forced upon the attention of the people of Coraopolis shortly before midnight night before last. Two stables belonging to Boss Bros., merchants, and N. S. Loughner, oil well supply dealer, were destroyed, together with two fine horses belonging to Loughner, matched grays, worth \$500, and a large amount of hay and feed, wagons, buggies and stable furniture generally, on which there was said to be no in-

The fire was in the center of the village, and had there been a breeze, a considerable portion of the town would have been wined out. The citizens turned out, but could do nothing more than shiver and look on, as there is no water available to quench fires in the town.

# Humane Society Donations.

At the regular meeting of the Humane Society yesterday Secretary Davidson reported the following contributions: Mellor & Hoene, \$10; James B. Haines, \$10; W. A. Herron, \$5; Henry Weaver & Co., \$10; W. W. Patrick, \$10; Bovard, Rose & Co., \$5; Piersel & Reese, e5; H. J. Heinz & Co.,\$10; A. Kornblum, \$2; Cash, \$6; James Phelan. \$2; Mrs. William Walker, \$10; Campbell & Dick, \$10; Horne & Ward, \$5; Schaeffer & Lloyd, \$5; G. W. Schmidt, \$5; Guffey & Quinn, \$5; A. M. Martin, \$2; childrens' exhibition, by Mrs. Carrier, \$8: Miss Annette Smith, \$5; fines from J. W. Backhouse, \$10,

# A California Stage Robbery.

REDDING, CAL., Oct. 20.—Postmaster Hoe, of Milville, brought word this morning that the Redding and Alturas stage had been robbed by two masked men. The express box and mail bags were rifled, but the oss is unknown. Two men have been arrested on suspicion.

# Overcoats for All.

We have placed on sale a superb line of English kersey and melton overcoats at the special bargain price of \$10 each. The public never had a chance to buy such fine garments at this low price. The usual price for these overcoats is \$18 and \$20, our price \$10. Remember to go to the P. C. C. C. for

your overcoat.
Pittsburg Combination Clothing Company, corner Grant and Diamond streets.

If you have valuables keep them where they will be safe. The safe deposit vaults of the Farmers' Deposit National Bank, 66 Fourth avenue, offer you security, strong vaults, perfect ventilation, good light, spa-MWF

Important Sale To-Day.

200 yards of damask, 25 dozen fringed napkins and d'oylies, ten lunch cloths, from the linen display at the Exposition, slightly soiled, to be sold to-day at half JOS. HORNE & CO.'S Penn Avenue Stores.

# TWO FIFTH SANDERS

Were Added to the Long List in the McDonald Field Yesterday.

BOTH ARE NOW SHOWING UP WELL

a Good Sized Producer. COMPLETED WELLS IN BUTLER COUNTY

There were two more fifth sand wells

added to those which are already been

The Mt. Morris Field Is to the Front With

placed on the long list at McDonald yesterday. Both of them are yet in their infancy, but they promise to be almost as big as any in the field. The first of these was the well of Bowman, Dibert & Co., on the Johns lot, located about 200 feet south of west from the railroad station and about 150 feet north of east from the famous Cook lot well which burned some time ago. When the tools in the well had penetrated the sand a few feet they stuck. A fishing job ensued which lasted for several days, and then by a mighty effort the tools were pulled loose from their subterranean fastenings. At this time the well was making from 10 to 12 barrels an hour as was reported in THE DISPATCH. Yesterday morning it was drilled a few teet deeper into the sand, and immediately responded by starting off from 110 to 120 barrels an hour. It was making this amount of oil when visited yesterday afternoon by THE DISPATCH scout, although it was locally reported to be doing 250 barrels an hour. The Cook lot well, which is only 150 feet away was reported to have done at least 180 barrels an hour when it was drilled. One of

the owners of the Bowman, Dibert & Co. well said yesterday that he had engaged a

number of tank builders, and as soon as the oil could be taken care of he would order

the well drilled into the sand to a sufficient

depth to insure the biggest production pos-sible. It may be drilled in this morning. The Other Good Well. The other good well belongs to Liggett & Haymaker, and is located in the eastern edge of the borough of McDonald. It is also on almost a direct line between the wells of Hays & Gartand, on the Miller farm and W. P. Rend's farm, the Laurel Hill coal mines. Liggett & Haymaker's well is located on the Toward lot, and has been considered the greatest Gordon sand well in the field, as it has been making from 350 to 4/0 barrels a "gusher" has always been misapplied in all fields except at McDonald. A man in the oil business is scarcely ever heard to use the word, but with outsiders it is common. There can be no doubt, however, about its appropriateness in the McDonald field. where the well which does not make from 75 to 150 barrels an hour is looked upon as

Just Entering the Fifth.

There was another well in the fifth sand in McDonald yesterday. It belonged to Shaeffer, Smith & Co., and was located on the Smith lot, one location northeast of the livery stable, and only about 300 feet from the big well back of the Oil Well Supply store. At 3 o'clock yesterday afternoon it was two bits in the sand. The sand was hard and fine, but improving.

They Did Not Get In. The Nos. 3 and 4 of Forst & Greenlee, on the Meney farm, did not reach the fifth sand yesterday as expected, but they will probably get in to-day. No. 4 commenced flowing from the Gordon sand late yesterday afternoon and will make a good well from that sand if from no other. Their big No. 1 on the Meney farm is making about 225 barrels an hour and has gotten in that state where it has refused to increase its production by deeper drilling. Hays and Gartland's No. 7 Miller should be in the fifth sand this week, and their No. 7 Miller will reach the third or Gordon stratum in a few days. No. 6 has been delayed by a crooked hole for some time, but will reach the last sand lease but have not vet commenced to spud. They were losing very little oil yesterday, but the Devonian Oil Company was still losing considerable from its No. 1 on the Elliott farm, and from Nos. 2 and 3 on the Fayall property. The Devonian is still rayan property, the Devolutar is still drilling at its Nos. 4 Fayall and 2 Elliott. They have just gotten nicely started at their No. 2 on the J. H. Roff farm, which was plugged several weeks ago, necessitating the removal of the rig Guckert & Steele's No. 2 on the Mevey farm is in the Gordon sand. There are a number of wells which are between the third, or Gordon, and the fifth sands. George S. Martin & Co.'s well on the Druart property, located 900 feet west of south from Hays & Gartlands' No. 1 Miller, is on top of the fifth sand and may reach the last named sand this morning. The Royal Gas Company has lost a bit on top of the fifth sand in their Sauters No. 4, but expected to get it out last evening, when they would drill into the pay streak. This well is located only 250 feet west of their big Sauters No. 3 and

Records of Some Holes, The Liberty Oil Company got the tools out of their No. 3, on the Johns lot, yester-day afternoon. They have been fishing in this well for the past three weeks. It is between 800 and 900 feet deep. Their No. 1, on the Bradley lot, is about 1,700 feet 1, on the Bradley lot, is about 1,700 feet deep and should get the Gordon sand this week. No. 2, of the same company on the Haddon lot, is down about 650 feet. They cased their No. 4 on the Descamp lot with the big casing yesterday. They have located No 5, but have not yet put up the rig. Welsh, Shay & Co., after fishing for two days on the Verschuren property, finally succeeded yesterday in getting the tools out. The same parties are building a rig on the Gibbons. parties are building a rig on the Gibbons lot, which is located near the Laurel Hill coal mines. W. P. Rend has a rig up for his No. 2 on the Rend lands near the Laurel Hill coal mines. Kerner, Schmidt & Co. are drilling at 1,100 feet on the Goldplate property. Their well on the Alvin land is down about 900 feet, and they have a rig up and will commence spudding to-day on the Kennewig property, which is located about 900 feet to the east of W. P. Rend's No. 1 and only 40 feet north-east of his No. 2. The Royal Gas Company has located, and is building rigs for it's Nos. 2 and 3 on the Sauters & Patterson property near the Rend well.
Wolre, Doty & Co., who have a well drilling on the Mathew Wilson lot, in the west-

on the Mathew Wilson lot, in the west-ern part of the borough expect to reach the Gordon sand to-day. The Wallace Oil Com-pany's well on the lumber yard lot back of the station is almost on top of the Gordon sand, and may get into that formation this afternoon. Hoffman, Hoyt, Schmidt & Co.'s well on the George lot, southwest of the lumber yard, about 200 feet is in the Gordon sand and doing from 100 to 150 barrels a day. It is about 300 feet west of Gartland & Feeley's Gordon sander on the Deroy lot,

Rather Disappointing, McCURDY-The Forest Oil Company's No. 1 on the J. N. Neely farm was drilled through the sand vesterday and will not be better than a 15 barrel a day well. It only better than a 15 barrel a day wen.
had 13 feet of fifth sand. Their No. 1 on
the G. Walker farm was drilling in the fourth sand yesterday afternoon. Shaffer No. 1, belonging to the same company is drilling in the stray above the Gordon and may get the latter sand to-dry. They cased their No. 3 Shaffer with 5% inch casing yesterday. Their No. 1 Etta Glenn, and their No. 1 R. W. Glenn were on top of the Gordon sand last night. They were making preparations last evening to shoot their No. 2, on the Herron farm, which is leasted about a mile northwest of Noblesdrilling in the stray above the Gordon and located about a mile northwest of Nobles-town and 400 feet south of east from the big Baldwin well. The Herron No. 2, of Guffey, Jennings, Murphy & Co., was not drilled into the fifth sand yester-day. The estimated production of the field is about 60,000 barrels. Butler County Wells.

MARS STATION-S. M. Boyd has recently

### NEW ADVERTISEMENTS.

completed two wells near this place. One of them, located on the Anderson farm, is doing about 125 barrels a day, and the other on the Basnecker farm, is good for 90 bar-

CALLERY-Lentz, Slarle & Co. finished their No. 2, on the Benjamin Garvin tarm, and it is making about 100 barrels a day. Their No. 3, on the Newton Garvin iarm, is down 600 feet. Hoffis & Co., on the J. C. Davidson property, have finished up and will make a 70-barrel well. It is located about one mile east of south from the Garvin wells. The Forest Oil Company's No. 2 Reichley is completed and will make 125 barrels a day. Beers & McKee are down 1,200 feet on the J. M. Covert farm, one mile northwest from the Newton Garvin wells. Stewart & Co. are drilling on the Ehrman farm, which is located half a mile north of the Garvin.

Great West Virginia Well.

Mr. Morris-The South Penn Oil Company got a big well near this place yester-day. It is located near the head of Jacks' Run on the Haught farm, and about 1.000 feet west of the Milton Watson well. The reports from it last night were that it was doing from 40 to 50 barrels an hour. These figures may be high, but there is not the least doubt but that it is a big well for this

In Monroe County.

The well on the Neff farm, near New Castle, Monroe county, O., is down 2,200 feet and still no sign of oil. They found no sand at all where the Macksburg sand ought to have been, and where the big gusher was struck on the Stephens farm, only a short distance away. Mr. Hamilton has orders from the owners of the well to go on down till oil is struck, or until they order him to stop. They expect to go 500 or 600 feet yet, if they do not get oil sooner.

Greene County Operations.

That Aleppo well has been in deep trouble, or, at least, the tools are deep in the well, or were last week. A depth of something like 1,200 feet has been reached. It was believed that no serious difficulty would be experienced in recovering the tools. The natives hope that oil may be struck before the contractor reaches the required depth of 3,000.

Personal.

P. C. Boyle, publisher of the Oil City Derrick: J. N. Perrine, business manager of the same paper; M. Geary, proprietor of the Hotel Arlington, in Oil City; the latter's sen, Daniel Geary, Superintendent of the Oil City Tube Works, and Henry Mc-Sweeney, attorney for the National Transit Company, were in Pittsburg vertexday. Company, were in Pittsburg yesterday.

Yesterday's Market Features.

Trading was only fair, aggregating probably 15,000 barrels. The market was about steady, within a narrow range of fluctuations. Nothing was done in cash oil. No vember opened and closed at 60% The highest was 61 and the lowest 66%. There was no special animation at any of the outside points. The McDonald field is about the only bear card. The condition of other fields is decidedly bullish.

fields is decidedly bullish.

OH. CITY, Oct. 20.—National Transit certificates opened at 60½c; highest, 61c; lowest, 60½c; closed, 60½c; sales, 17,000 barrels; clearances, 96,000 barrels; shipments, 108,282 barrels; runs, 124,338 barrels.

BRADFORD, Oct. 20.—National Transit certificates opened at 50½c closed at 50½c; hightificates opened at 60%c; closed at 60%c; highest, 61c; lowest, 60%c; clearances, 578,000

New York, Oct. 20.-Petroleum opened dull and remained so until the close. November option—Opening, 60%c; highest, 61c; lowest, 60%c; closing, 60%c. Total sales, 22,000 barrels. CLEVELAND, Petroleum slow; snow white, 110° 63°: 74° gasoline, 7c; 86° gasoline, 10c; 63° naphtha, 634.

### MANY BANKS SUFFER.

A Failure at Trenton Which Entails Some Serious Consequences.

TRENTON, N. J., Oct. 20.-Jonathan Steward, through his counsel, ex-Judge Lanning, to-day made an assignment. The liabilities foot up \$329,000 and the assets about \$185,000. The liabilities include different endorsements for the Trenton China and Star Rubber Companies, which failed a

few months ago. All the Trenton banks suffer, and also the Amwell Bank of Lambertville, the First National of Bound Brook, the First National of Newton, the Lambertville National, the Mount Holly National Langhorne, the Seventh National New York, the Union National Frenchtown, the Farmers' National of Allentown, the First National of Cranberry, the First National of Hightstown, the First National of South Amboy, the First National of Stroudsburg, the Manufacturers' National of Newark and the Mechanics' National of Burlington.

The Earnest Workers' Suit. PHILADELPHIA, Oct. 20. - To-day J. Alexander Simpson, Jr., completed his report on the bill filed by Samuel E Mairs, representing the certificate holders of the defunct Benevolent Order of Earnest Workers, asking for an accounting by the Supreme officers in favor of Mr. Mairs' petition, and recommends a decree of the court charging Edwin T. Harris, the Ex-Supreme officers in favor of Mr. Mairs' Supreme President, and Harry C. Gurk, Ex-Supreme Secretary, with from \$111,000 to \$116,000, which he finds was illegally used or paid out by these officers.

A Roaring Gasser for a Pittsburg Firm LANCASTER, O., Oct. 20 .- [Special.]-A gas well which flows 5,000,000 cubic feet has been struck by Abe Smith & Co., of Pittsburg, on their property adjacent to their window glass works. The product will be utilized in the manufacture of glass. The well will furnish sufficent gas to operate four times the present capacity of the factory.

IF you go out early in the morning, you may catch rheumatism; Salvation Oil cures it,

Our Superb Overcoat Stock,

We can now boast of having the greatest overcoat stock ever seen under one roof. Our \$10 men's kersey, melton and beaver overcoats are indeed the biggest bargains ever offered in Pittsburg. At \$6 we have a good line of men's rough and smooth overcoats; at \$8 a superb line of beaver and chinchilla overcoats; at \$9 a fine line of finished cassimeres, worsteds and meltons. We make the boast and we can prove it that our \$10 line, consisting of all the newest shades of brown, wood brown, nut, tan, oxford, black, blue and gray, is the best in Pittsburg. Come and see us for your over P. C. C. C., Pittsburg Combination Cloth-

ing Company, corner Grant and Diamond streets.

A Good Suggestion.

If you have valuables keep them where they will be safe. The safe deposit vaults of the Farmers' Deposit National Bank, 66 Fourth avenue, offer you security, strong vaults, perfect ventilation, good light, spa cious coupon rooms, separate apartments for women. Boxes rented at \$5 and up-

Free Trains Every Day. Get work, secure a home, make an investment in the future great Monongahela Valley town. For tickets, maps, price lists and full particulars call at 129 Fourth THE BLAINE LAND IMPROVEMENT CO.

Stylish Suttings,

ervoné savs so.

434 Wood street.

The Rich and Poor Alike have a chance to buy an overcoat at

our store for \$10. Our overcoats are the best value in America for the money. Ev-P. C. C. Pittsburg Combination Clothing Company, corner Grant and Dia-Trouserings and overcoatings at Pitcairn's,

RECIPROCITY FRUITS.

Golden Possibility in the Opening of Brazilian Markets.

MERCHANTS INTERESTED.

American Steamers May Run From Philadelphia to Eio Janeiro.

A BROAD GAUGED SCHEME NOW ON FOOT

PHILADELPHIA, Oct. 20.-A steamship line between this port and Brazil in connection with a scheme to exhibit goods of American manufacture in the large cities of the latter country is the latest venture being considered by the business men of this city to improve the commercial interests of Philadelphia.

A meeting of the representatives of the leading manufactures of this city to consider the matter, was to have been held yesterday atternoon in the Board of Trade rooms, and H. J. Deiley, the projector of the scheme, a member of the firm of Disston & Sons, and some others were present, but through some miscarriage of the notices of the meeting, all the firms interested in the matter failed to appear, and the meeting was postponed until an early day.

The scheme is an outcome of the reciproc-

ity treaty with Brazil, and its projector thinks that it can now be pushed to a suc-cessful completion, though at the time it was first conceived, years ago, it had to be abandoned, because of the Brazilian tariff duties that prevailed at that time and the lack of steamship facilities.

THE PROJECT ADVANCED SOME TIME AGO. Mr. Deiley said yesterday: "The project was first advanced in 1879 when the American Exhibition Company was organized composed of a syndicate of wealthy Brazilian gentlemen and J. C. Kip Hopper, the resident agent of the United States, and myself the American agent in this city. The purpose of the organization was to goods of American manufacture in Rio Janeiro and we were conceded a large tract of land in the heart of the city by the Government.

"The tariff duties and the fact that goods had to be sent by way of Liverpool against our manufacturers taking any interest in the matter, but with the establishment of the reciprocity treaty between the two countries, the way is now open and our manufacturers are giving an active atten-

tion to the scheme.
"The project now being considered is to run a steamship line from this city to Rio Janerio, Pernambuco and Bahia, and to establish agencies at these ports to sell and exhibit American manufactured goods and products that would be available in comerce with that country. The company is to be organized with \$1,000,000 capital, the privilege of increasing it to \$5,000,000, in shares \$100 each, and the American manufacturers to own the steamship line as well s t he agencies.

DUTY ON ONE PRODUCT IS NOW SMALL. "Many of our products, with which we could compete against the world, are now on the free list, and upon others there has been a reduction of 25 per cent in the duties. For instance, the Brazilian imports of bears and peas last year amounted to \$1,000,000, of which we furnished \$478. Of \$1,650,000 imports of fish, salted, dried and picked, we furnished \$23,000. Of \$6,000,000 imports of anthracite and bituminous coal we furnished none. Of industrial machinery of all kinds we furnished but \$184,000 out of \$2,500,000 of imports. The imports of rail-road material and equipment were \$800,000, and of that we furnished only \$150,000.

"On articles reduced 25 per cent, out of \$27,000.000 imports of cotton goods, this the greatest cotton growing country in the world furnished only \$665,000. Out of \$3,-000,000 imports of leather and manufactures there, except boots and shoes, we furnished only \$20,000. The summary shows that of \$20,000,000 imports on the free list we furnished but \$3,400,000, and of \$38,600,000 imports of goods on the reduced list we furnished \$2,000,000.

"The Manufacturers' Club will take up the matter at an early meeting, and I have but little doubt but that the syndicate of Brazilians who organized the American Exhibition Company would, if solicited, give the scheme cordial support, monetary and

Gratifying to All.

The high position attained and the universal acceptance and approval of the pleas-ant liquid fruit remedy Syrup of Figs, as the most excellent laxative known, illus-trate the value of the qualities on which its success is based and are abundantly grati-fying to the California Fig Syrup Company.

Cur Superb Overcoat Stock. We can now boast of having the greatest overcoat stock ever seen under one roof, Our \$10 men's kersey, melton and beaver overcoats are indeed the biggest bargains ever offered in Pittsburg. At \$6 we a good line of men's rough and smooth overcoats; at \$8 a superb line of beaver and chinchilla overcoats; at \$9 a fine line of finished cassimeres, worsteds and meltons. We make the boast and we can prove it that our \$10 line, consisting of all the newest shades of brown, wood brown, nut, tan, oxford, black, blue and gray, is the best in Pittsburg. Come and see us for your over-

coat. P. C. C., Pittsburg Combination Clothing Company, corner Grant and Diamond

\$11-Excursion to Norfolk, Va.-\$11. Last grand excursion of the season to Washington, D. C., Old Point Comfort and Washington, D. C., Old Foint Comfort and Norfolk, Va. Only \$11 round trip; tickets good for 10 days. During this excursion the Atlantic Land Company of South Nor-folk, Va., will offer for saie a limited num-ber of choice lots. For tickets, plans, etc., address Sloan & Co., 127 Fourth avenue,

Pittsburg, Pa.

Card of Thanks. No praise, howsoever great, could exaggerate the splendid work of the Allegheny Fire Department at vesterday's fire in the Dunlap block, when we closed our doors and saw the flames all over the block and bid goodby to our store. But the prompt action and vigorous work of the firemen soon gave us hope and to-day we are open as usual for which they have our thanks. The Cash THORNTON BROS. Store.

Cheap Excursion to Chicago Via Pittsburg and Lake Erie Railroad, Thursday, October 22, only \$9 for the round trip. Tickets good ten days. Special train at 2:3) P. M. Central time.

Your picture free, and handsomely framed, given away during this week by Hendricks & Co., No. 68 Federal street, Allegheny, with every dozen. Cabinets, \$1.



Don't be Humbugged by the fictitious claims made for Porous Plasters that cure before they are applied. Use Benson's, a scientific preparation that gives prompt relief and is Indorsed by over 5,000 reputable Physicians and Druggists. Get the Genuine.

CRAY or FADED HAIR RESTRIED to youthful color and beauty by BR. HAYS' HAIR HEALTH, Ite-So dby Jos. FLEMING & SONS, and druggists So

early docay, wasting weakness, lost manhood, etc., I will send a valuable treatise (scaled) containing full particulars for home cure, FREE of charge. A splendid medical work: should be read by every man who is narrous and debilitated, Address, Prof. F. C. FOWLER, Moodus, Conn.

OIL WELL SUPPLIES.

M. V. TAYLOR, OIL WELL SUPPLIES The Celebrated ALLISON TUBING AND CASING ALWAYS IN STOCK. ROOMS 35 and 36 Fidelity building

# IRELAND & HUGHES,

Forge and Machine Shop And Manufacturers of

OIL and ARTESIAN WELL DRILLING AND FISHING TOOLS,

Cor.Twenty-First St. and A.V.R.R. Telephone No. 1222. PITTSBURG, PA.

# STANDARD OIL CO., PITTSBURG, PA.

BRANCH OFFICES: Standard Oil Co., Wheeling, W. Va., Standard Oil Co., Cumberland, Md., Standard Oil Co., Altoons, Pa., Capital City Oil Co., Harrisburg, Pa.

grades of lubricating and illuminating oils, Our facilities are such that our statement that we furnish all oils standard for quality everywhere cannot be disputed. OUR REFINED OIL LIST:

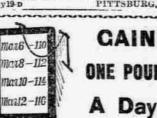
Water White, 150. Prime White, 150. Standard White, 110. Standard white, 100.
Ohio Legal Test.
Ohio Water White Legal Test.
Carnadine (red), 150 Test.
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Deodorized Naptha for varnish makers, painters and printers. Gas Napthus for gas companies. Deodorized Stove Fluid for vapor stove burners. Fluid, 74 gravity, for street lamps, burn-

Gasoline, 86, 88 and 90 gravity for gas ma-OUR LUBRICATING OIL LIST

Includes the finest brands of Cylinder, Engine, and Machinery Oils, Spindle, Dynamo, 300 Mineral Seal, Neutral Oils, Miners' Oils, Wool Stocks, Parafine Oil, Parafine Wax, Summer and Cold Test Black Oils, Signal and Car Oils, Mica Axle Grease, Rallroad and Mill Grease and Arctic Cup Grease.

Where it is more convenient, you may order from our Branch Offices, from which points deliveries will be made. STANDARD OIL COMPANY. Cor. Duquesne Way and Eighth Street, myl9-p PITTSBURG, PA



ONE POUND A Day. A GAIN OF A POUND A DAY IN THE CASE OF A MAN WHO HAS BECOME "ALL

THAT REMARKABLE FLESH PRODUCER,

RUN DOWN," AND HAS BEGUN TO TAKE

Hypophosphites of Lime & Soda NOTHING UNUSUAL. THIS FEAT HAS BEEN PERFORMED OVER AND OVER GAIN. PALATABLE AS MILK. EN. DORSED BY PHYSICIANS. SOLD BY ALL DRUGGISTS, AVOID SUBSTITUTIONS AND IMITATIONS. wwwwn

MEDICAL

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814 PENN AVENUE, PITTSBURG, PA. As old residents know and back files of Pittsburg papers prove, is the oldest estab lished and most prominent physician in the city, devoting special attention to all chronic city, devoting spe city, devoting special attention to all chronic discuses. NO FEE UNTIL CURED sponsible NERVOUS and mental dispersons. NERVOUS eases, physical decay, nervous debility, lack of energy, ambition and hope, impaired memory, disordered sight, self distrust, bashfulness, dizziness, sleeplessness, pimples, eruptions, impoverished blood, failing powers, organic weakness, dyspensia, constination, consumption, ished blood, failing powers, organic weakness, dyspepsia, constipation, consumption,
unfitting the person for business, society and
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cured. BLOOD AND SKIN diseases
in a 11 BLOOD AND SKIN diseases
eruptions, blotches, failing bair, bones, pains,
glandular swellings, ulcerations of the
toague, mouth, threat, ulcers, old sores, are
cured for life, and blood noisons theroughly tongue, mouth, threat, theers, old sores, are cured for life, and blood poisons thoroughly eradicated from URINARY, kidney and the system. URINARY, bladder de-rangements, weak back, gravel, catarrhal dicharges, inflammation and other painful symptoms receive searching treatment, prompt relief and real cures.

Dr. Whittier's life-long, extensive experience insures scientific and reliable treatment 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, 8M Penn avenue, Pittsburg, Pa. 183-49-Buwk

WEAK MEN, YOUR ATTENTION

IS CALLED TO THE GREAT ENGLISH REMEDY, Gray's Specific Medicine

IFYOU SUFFER from

Ner
Yous Debility, Weakness of Body

Business arm mas and Mind, Spermatorrhea, and
Impotency, and all diseases that arise from over
indulgence and self-abuse, as Loss of Memory and

Power, Dimness of Vision, Premature Old Age,
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The Specific Medicine is sold by all druggists at at
per package, or six packages for 85, or sent by mail
on receipt of money. WE GUARANTEE,
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So On account of counterfeits we have adopted
the Yellow Wrapper, the only genuine, Sold in
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DOCTORS LAKE SPECIALISTS in all cases requiring scientific and confidential freatment. Dr. S. K. Lake, M. R. C. P. S., is the oldest and most experienced specialist in the city. Consultation free and strictly confidential. Office hours 2 to 1 and 7 to 8 r. K. Sundays, 2 to 4 r. M. Consult them personally, or write. Docross Lake, cor. Penn av. and 4th st. Pittsburg, Pa. je3-73-owk

VIGOR OF MEN Easily, Quickly, Permanently RESTORED,

WEARNESS, NERVOUSNESS, DEBILITY, and all the train of evils, the results of overwork, sickness, worry, etc. Full strength, development and tone guaranteed in all cases. Simple, natural methods. Immediate improvement seen. Failure impossible 2,000 references. Book explanations and proofs mailed (scaled) free. Address ERIE MEDICAL CO., BUFFALO, N. Y. 1e10-8

PITTSBURG AND WESTERN BAILWAT-Trains (CVI Stand'd time). | Leave. | Arrive. Mail, Butler, Clarion, Kane. 6:40 a m 11:20 a m Akron and Erie. 7:30 a m 7:30 p m Butler Accommodation. 9:30 a m 3:35 p m New Castle and Butler. 3:85 p m 9:10 a m Chicago Express (daily). 2:90 p m 11:35 a m Zellenople and Butler. 4:25 p m 3:20 a m Butler and Foxburg. 1:25 p m 3:20 a m Butler and Foxburg. 5:30 p m 7:00 a m Firtz-bechas rage to Chicago, \$10 50. Second class. 56. Pullman butlet sleeping car to Chicago daily, RAILROADS.

PENNSYLVANIA RAILROAD. SCHEDULE IN EFFECT 12.01 P. M., JULY 19, 1801 Trains will leave Union Station, Pittsburg as follows (Eastern Standard Time):

MAIN LINE EASTWARD. MAIN LINE EAST WARD.

New York & Chicago Limited of Pullman Vestibule
Cars daily at 7, 15 A. M., arriving at Harrisburg at
1.35 F. M. Phiadeiphia 4.45 F. M., New York 7.00
F. M., Baltimore 4.46 F. M., Washington 5.55 F. M.

Reystone Express daily at 1.20 A. M., arriving at
Harrisburg 8.25 A. M., Philadelphia II.25 A. M.,
New York 2.00 F. M.

Atlantic Express daily at 2.20 A. M., arriving at
Harrisburg 9.20 A. M., Philadelphia I2.16 F. M.,
New York 2.30 P. M., Baltimore I2.00 F.M., Washington 1.00 F. M., Baltimore I2.00 F.M., Washington 1.00 F. M. New York 2.30 P. M., Baltimore 12.00 P. M., Washington I.03 P. M., Washington I.03 P. M., Baltimore 12.00 P. M., Washington I.03 P. M., Arriving at Harrisburg 2.50 P. M., Spreas dally at 8.00 A. M., arriving at Harrisburg 2.50 P. M., Philadelphia 6.50 P. M., New York 2.53 P. M., Baltimore 6.45 P. M., Washington 8.15 P. M., Baltimore 6.45 P. M., Washington 8.15 P. M., connecting 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 4.25 A. M., and New York 7.10 A. M. Philadelphia 4.25 A. M., and New York 7.40 A. M., Baltimore 6.10 A. M., Washington 7.30 A. M., Philadelphia 5.25 A. M., and New York 8.40 A. M. York 9.30 A. M., Baltimore 6.30 A. M., Walding-ton 7.30 A. M.,
All through trains connect at Jersey City with boats of "Brooklyn Annex," for Brooklyn, N.Y., avoiding double ferriage and journey through New York City.

Johnstown Accom., except Sunday, 3.40 F. M., Greensburg Accom., 11.13 F.M., week-days, 10.30 F. M. Sundays, Greensburg Express 5.10 F. M., except Sunday. Derry Express 11.00 A. M., ex-cept Sunday.

except Sunday. Derry Express II.00 A. M., except Sunday.
Wall Accom. 6.00, 7.30, 8.00, 10.30 A. M., 12.15, 2.00,
3.20, 4.55, 5.00, 6.25, 7.50, 9.40 P. M., week-days,
and II.10 A. M. (except Monday). Sunday, 10.30
A. M., 12.25, 2.30, 5.30, 7.20 and 6.40 P. M.,
Wilkinsburg Accom., 6.10, 6.40, 7.20 A. M., 12.01,
4.00, 4.35, 5.20, 5.30, 5.50, 6.10, 10.10 and 11.40 P. M.
Sunday, 1.20 and 9.15 P. M.
Braddock Accom., 5.50, 6.55, 7.45, 5.10, 9.50, II.15 A.
M., 12.30, 1.25, 2.50, 4.10, 6.00, 6.35, 7.29, 8.25, 9.00
and 10.44 P. M. week days. Sunday, 5.35 A. M.
SOUTH-WEST PENN RAILWAY.
For Unputneys 5.20 and 8.55, A. M., 1.45 and 4.25 or Uniontown 5.30 and 8.35 A. M., 1.45 and 4.25 P. M. week-days.

MONONGAHELA DIVISION.
ON AND AFTER MAY 23th, 1891.
For Monongahela City, West Brownsville, and Urleutown 10.40 A. M. For Monongahela City and West Brownsville 7.35 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 Accoum. 6.00 A. M. and 3.20 P. M. week-days. West Elizabeth Accom. 8.55 A. M., 4.15, 6.30, and 11.35 P. M. Sunday, 9.49 P. M.

MONONGAHELA DIVISION.

WEST PENNSYLVANIA DIVISION. ON AND AFTER MAY 25th, 1891. From FEDERAL STREET STATION, Allegheny

P. M.

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

3. R. WOOD.

CHAS. E. PUGH.

Gen'l Pass'r Agent.

Union Station. CHAS. E. PUGH, General Managor. From Pittsburgh Union Station. Vennsylvania Lines. Trains Run by Central Time. Northwest System-Fort Wayne Route Northwest System A or and the points of the

p. m., 111.20 p.m. Anaive from same points: \*12.65 a.m., \*12.40 a.m., \*6.00 a.m., \*6.35 a.m., \*6.00 p.m., \*6.50 p.m. Director for Toledo, points intermediate and beyond: \*7.10 a.m., \*12.20 p.m., \*1.00 p.m., \*11.20 p.m. Anaive from same points: \$12.40 a.m., \*6.35 a.m., \*6.00 p.m., \*6.50 p.m. Director for Cleveland points intermediate and

\*6.50 p.m.,
DEPART for Cleveland, points intermediag and beyond: †6.10 a.m., \*7.10 a.m., †12.45 p.m., \*11.05 p.m. Arrive from same points: \*5.50 a.m., †21.15 p.m., \*6.00 p.m., †7.00 p.m.
DEPART for New Castle, Eric, Youngstown, Ashrabula, points intermediate and beyond; †7.20 a.m., †12.20 p.m. Arrive from same points: †1.25 p.m., 10.15 p.m.
DEPART for New Castle, Jamestown, Youngstown and Niles, †3.45 p.m. Arrive from same points: †1.25 p.m., †1.15 p.m. and Nies, †3.45 p.m. Assets

†8.10 a.m. Derant for Youngstown, \*12.20 p.m. Assetve from
Youngstown \*6.50 p.m.

\*\*System-Pan Handle Route

System-Pan Handle Route

Southwest System-Pan Handle Route
DEFART for Columbus, Cincinnati, Indianapolis, St.
Louis, points intermediate and beyond: \*2.10 a.m.,
\*7.00 a.m., \*8.50 p.m., \*11.15 p.m. Annive from same
points: \*1.05 a.m., \*6.00 a.m., \*5.55 p.m.

DEFART for Columbus, Chicago, points intermediate
and beyond: \*2.10 a.m., †12.05 p.m. Assive from
same points: \*1.06 a.m., †1.35 p.m.

DEFART for Washington, †6.15 a.m., †8.55 a.m.,
†1.55 p.m., †1.30 p.m., †1.45 p.m. Assive
from Washington, †6.15 a.m., †7.50 a.m., †8.50 a.m.,
†10.25 a.m., †2.35 p.m., †6.25 p.m.

DEFART for Wheeling, †7.00 a.m., †12.05 n°s.,
†2.45 p.m., †6.10 p.m. Assive from Wheeling,
†2.45 p.m., †6.10 p.m., †6.25 p.m., †1.05 a.m.,
PULLMAN SLEEFING CARS AND PULLMAN DINNIG
CARS my through East and West, on principal trains

PULLMAN SLEEPING CARS AND PULLWAN DIN CARS run titrough, East and West, on principal tra of both Systems.

Time Tables of Through and Local Accommoda. table 1 Aniles of 1 frough and Local Accommoda-tion Trains of either system, not mentioned above, can be obtained at 110 Fifth Avenue and Union Station, Pittsburgh, and at principal ticket offices of the Pena-sylvania Lines West of Pittsburgh.

\*Daily fEr. Sanday. IEr. Saturday, ¶Kr. Monday.

JOSEPH WOOD, E. A. FORD, Searth Manager. General Passenger Agent, PALTIMORE & OHIO RAILROAD.

Schedule in effect Sept. 19, 1891. Eastern

time.
For Washington, D. C., Baltimore, Philadel-phia and New York, "8:15 a, m, and "9:29 p, m, For Cumiteriand, "8:15 a, m, 110, "9:20 p, m, For Concellerille, 18:20, 18:15 a, m, 11:10, 14:15 and \*9:20 p. m. For Uniontown, \$5:40, \$5:15 a. m., \$1:10 and \$4:15 For Connellsville and Uniontown, 8:35 a. m., on For Mt. Pleasant, 25:40 and 48:15 a. m., 21:10 and For Mr. Picasan, 45:40 and 45:45 p. m.
For Washington, Pa., 7:20, \$5:30, 49:30 a. m.,
45:09, 5:30, 77:45 and H1:35 p. m.
For Wheeling, 7:20, \$5:30, 49:30 a. m.; \*5:00, 77:45
and H1:35 p. m.
Eor Cincinnati and St. Louis, \*7:20 a. m., \$7:45

For 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 Illis5 p. m.
For Columbus, 7:20 a, m., 7:45 and Illis5 p. m.
For Chicago, 7:20 a, m., and 7:45 p. m.
For Chicago, 7:20 a, m. and 7:45 p. m.
Trains arrive from New York, Philadelphia, Baldimore and Washington, 8:20 a, m., 7:25 p. m.
From Columbus, Cincinnati and Chicago, 8:25 a, m., 8:30 p. m.
From Wheeling, 78:25, 9:25, 70:45 a, m., 15:40, 75:30 p. m.
Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago.
Dally, 10 and Septime except Saturday.
The Fittsburg Transfer Company will call for and check baggage from hotels and residences upon orders left at B. & O. ticket office, corner Fifth avenue and Wood street, or 401 and 639 Smithheid street.

J. T. ODELL,
CHAS. O. SCULL. J. T. ODELL.

PITTABUEG AND LAKE ERIE RALLROAD
COMPANY-Schedule in effect June 14, 1891, central time—P. & L. E. R. R.—Depart—For Cleveland, 4:39, 8:30 a. m., 71:30, 4:20, 70:45 p. m. For Clinchmati, Chicago and St. Louis, 4:39 a. m., 71:30, 9:45 p. m. For Sainmanaca, 78:30 a. m., 71:30, 9:45 p. m. For Sainmanaca, 78:30 a. m., 71:30, 9:45 p. m. For Youngstown and New Castle, 4:30, 78:30, 9:45 p. m. For Youngstown and New Castle, 4:30, 78:30, 9:45 p. m. For Heaver Falls, 4:30, 7:30, 7:30, 7:30, 9:55 a. m., 71:30, 4:32, 9:45 p. m. For Constituent (100, 5:30, 5:30, 5:30, 5:35, 7:30, 7:35, 7:30, 7:30, 7:35, 7:30, 7:35, 7:30, 7:35, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:30, 7:3 p. m. P., C. & Y. trains for Mansfield, 7:35 a. m., 12:10 4:35 p. m. For Esplen and Becchmont, 7:35 a. m., P., C. & Y. trains for Mansfield, 7:35 a, m., 12:18
4:35 p. m. For Esplen and Becchmont, 7:35 a, m.,
4:35 p. m. For Esplen and Becchmont, 7:35 a, m.,
P. C. & Y. trains from Mansfield, 7:05, 11:39 a,
m., 4:35 p. m. From Beechmont, 7:05, 11:39 a, m.
P., McK. & Y. R. R. Depart—For New Haven,
8:20, 10:10 a, m., \*3:09 p. m. For West Newton,
8:20, 10:10 a, m., \*3:09 s, m. For West Newton,
8:20, 10:10 a, m., \*3:09 s, p. m.
ARBUYE—From New Haven, \*9:00 a, m., \*5:29
p. m. From West Newton, 6:15, \*9:00 a, m., \*5:29
p. m.
For McKeesport, Elizabeth, Monongahela City
and Belie Vernon, \*8:56, 11:20 a, m., \*4:20 p, m.
From Belle Vernon, Monongahela City, Elizabeth
and McKeesport, 50:20, 7:40 a, m., 1:20, 4:30 p, m.
\*Daily. \*Sandaysonly.
City deket odice, 629 Smithfield street.

A LLEGHENY VALLEY RAH.ROAD-ON A and after Sunday, June 28, 1881, trains will leave and arrive at Union station, Pittsburg, eastern standard time: Buffalo express leaves at 8:18 a.m., 8:25 p. m. (arriving at Buffalo at 5:46 p. m. and 7:20 n.m.); arrives at 7:10 a.m., 1:22 p. m. Oll City and DuBois express—Leaves 8:20 a.m., 1:30 p. m.; arrives 1:00, 6:25, 10:00 p. m. East Bendy-Leaves at 6:55 a.m., 8:15 p. m.; arrives 1:00, 6:25, 10:00 p. m. East Bendy-Leaves at 6:55 a.m., 1:40 p. m.; arrives 8:08 a.m., 7:40 p. m.; arrives 8:25, 10:20 a.m., 5:35 p. m.; 2:55, 2:55, 11:20 p. m. Yalley Camp-Leaves 10:15 a.m., 12:55, 2:55, 11:20 p. m.; arrives 6:40 a.m., 12:50, 2:15; 2.5 p. m.; arrives 8:08 a.m.; 2:30, 2:15; 2.5 p. m. Hulton-Leaves 8:09, 9:50, p. m.; arrives 1:25, 12:20 p. m. Forty-third street-Arrives 1:25, 1:20 p. m. Sunday trains—Buffalo express—Leaves 1:20 a.m., 8:45 p. m.; arrives 9:15 p. m. Kitzanning—Leaves 1:26 p. m.; arrives 1:15 p. m. Ritzanning—Leaves 1:26 p. m.; arrives 1:15 p. m. Brueburn—Leaves 1:26 p. m.; arrives 1:15 p. m. Station—Leaves 1:16 p. m.; arrives 1:16 p.

TITSBURG AND CASTLE SHANNON E. R. —
Summer Time Table. On and after June 7.
1601, until further notice, trains will run as follows on every day, except Sunday, Eastern standard time: Leaving Pittsburg—6:25 a m, 715 a