

SETH PERLEY'S TRIAL

Up for the Third Time in the United States District Court.

IS A FAMOUS OLD PENSION CASE.

Judge Ewing Not Pleased With the Acquittal of Joseph Hogan.

COSTELLO GUILTY OF MANSLAUGHTER

In the United States District Court yesterday SETH TODD PERLEY, a former pension agent at Erie, was placed on trial for the alleged violation of the pension laws.

The case is an important one. Perley and James C. Blake are accused of collecting a claim of Mrs. Sarah Shannon, amounting to \$829.33; that they set up this claim after the lady was dead and appropriated the money to themselves instead of allowing it to revert back to the Government as it should.

The defense opened by putting Patrick King, Richard Kane, Patrick McDonough, Patrick O'Donnell, Joseph McDonough and some others on the stand to prove defendant's good character.

Costello was put on the stand and denied having ever touched the key. He said he was in swimming but did not know the boy was drowned.

The jury were charged by Judge Ewing, and at 7:15 last night retired. In 15 minutes they returned with a verdict of voluntary manslaughter.

JUDGE EWING SURPRISED At the Jury Finding Joseph Hogan Not Guilty of the Kell Robbery—Jack Borden on Trial Again—Doings of the Criminal Courts.

In the Criminal Court yesterday the jury in the case of Joseph Hogan, trial for burglary, for breaking into the house of Perry Kelly at Shadyside, returned a verdict not guilty, after having been out all night.

Jack Borden, Peter Dagan and Frank Coyle are on trial before Judge Kennedy on a charge of larceny. They are charged with having snatched some time ago, from the late yesterday, John Callahan, a witness, testified that he was with the party, and the shoes were taken by him and Jordan.

Eleven commission merchants entered pleas of guilty to charges of selling oleomargarine. The cases have been accumulating for some time, and were decided by a test case tried some time ago.

THROUGH FOR THIS WEEK The Supreme Court Winds Up Its List With Seven Arguments.

The Supreme Court yesterday finished the list for this week and adjourned until Monday when it will take up the cases for Allegheny county. The list is a large one and will take at least four weeks to dispose of.

THE SALOON AND PRIVATE TRADE As the season is now at hand for sale and porter, the Straub Brewing Company take pleasure in announcing to the saloon and private trade that they are prepared to fill all orders promptly.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE SUPREMACY OF THE COMMON PLEAS The appeal of E. T. Taylor, executor, from the Quarter Sessions of Washington county was argued this week.

THE LEVANT OF TO-DAY

Scenes in and Around Historically Famous Places.

CHANGES BROUGHT BY EUROPEANS

Foreign Residents Have Increased Rapidly of Late Years.

RETURN OF THE HEBREWS TO PALESTINE

In the East there are, thank God, things which never change. The fullness of light, the perpetual, dramatic contrast of life and death, the sweep of the great coast-lines—every league of which round the Levant is historically famous—the shape of the palm, the shape of the camel, and the richness of color on human limbs and faces, can never be altered by any European aggressiveness.

The increase of Hebrews in Palestine is, of course, very marked, and especially in Jerusalem. Eleven years ago the whole population of Jerusalem was not more than 25,000. Now it must be nearly 50,000.

EGYPT HAS BEEN OCCUPIED BY THE BRITISH; Jewish and German immigration into Syria has steadily increased; Greek and Latin have pursued their unholy traffic for the sacred sites; the missions of Western Christendom have persevered; their successes with the younger generation of natives have provoked the Eastern churches to a novel activity, and stirred up a zeal for education within Mohammedanism; and even the still-still Turk has progressed to show in his own queer fashion of keeping order among the medley of civilizations so mysteriously committed to his charge.

With changes in the East, one takes for granted a British garrison. It is almost always so by the Levant, and it is almost as anywhere else. Come to Egypt by the way of the canal, and the first sign you get of the immense revolution in the Valley of Nile is the little cemetery here by Tel-el-Kebir, where they laid our officers and men who fell on that field. The walls of the English church at Cairo, which, 11 years ago, I remember to have felt very sacred, are covered now with memorial tablets and brasses. Gordon's is, of course, eminent among them, and more frequent than all the crowned heads of Europe that adorn the walls of the hotels and cafes are prints of his clear English face.

These recent graves lead me to speak of the older and far larger British tribute which lies scattered all around the Levant from Alexandria to Beirut, and which seems to me to be the most striking of the stupendous Roman and Greek cemeteries on the borders of the Arabian desert. It lies not only in the thronged military graves of the cemeteries toward the Bay of Aboukir and the Bay of Sidon, but in the old hospital on the Bosphorus, but still more pathetically, under solid tombstones with English names and English ranks, which you stumble upon, or—oh! and defaced, in the out-of-the-way corners of the town as at Acre, or in the Christian graveyards of Cyprus. Some of the dates are astonishingly early—in Larnaca, for instance, 1683, 1716, 1738—but more are about the beginning of this century, or more recent still.

BRITISH OCCUPATION OF EGYPT. To return to the British occupation of Egypt. It was interesting to note that it has not failed to impress the imaginations of the tribes, settled and unsettled, of Syria. In the Syrian cities, and in the villages to the east of the Jordan, and I discovered that one of the stock arguments which the drab and dingy natives use upon sceptical Bedouins in the same districts, was the beating Britain gave three times over to the Arabs of the Soudan.

A cynic might say that, next to the increase of graves, the increase of grogshops in the Levant is the most striking feature of the occupation of Egypt; and at its center, in Cairo, grogshops have, indeed, very much increased. But it would not be fair to impute them all to our soldiers. In some parts of Egypt, and throughout Syria, it is told that drinking and drunkenness have very much increased, apart altogether from French example or encouragement. In Palestine every year more arak, a strong spirit distilled from grapes, is made and drunk by Christians, but also by Mohammedans. In Nazareth, with a population of 6,500, there was only one drinksop 11 years ago; there are now 17. On my former journey, I do not remember to have seen one drunk native, but this time I saw many.

THE CAIRO OF THE PRESENT. Cairo is much changed. The British occupation has enhanced rather than marred its picturesque. A further piquancy is lent to the varied crowds by the presence of the British soldiers in their uniforms of Majesty's uniform with the names of English shires upon them; shoulders marked "Dorsetshire" and "Shropshire" jostling with white-robed Moors from Tunis and the "abbas" of Mecca, come to study at the great Mohammedan University of El-Azhar. But otherwise Cairo has changed for the worse, if the worse be the less picturesque. The vulgar Frank has become rampant. It is not in the buildings or the outskirt—snurbs of villas and mansions of fash—nor in their gardens keep them Oriental.

But great Greek shops and French shops with Western haberdashery and ready-made clothing, the prices marked large on glaring cards, and the broken English of the city and upon the venerable Mouskoe itself. This street, whose surface used to be watered and trampled by feet of men and beasts into a smooth, elastic, slight-thighfar, is now unclean and noisy. The long dark vistas, more tall chimneys. Cairo is fast losing the two notes of an Eastern city, which Damascus still happily retains, smokelessness and noiselessness. In consequence, too, of straighter house walls, waving projections, the cool shadows, shot by shafts of light, are disappearing, giving way to glaring places with arcades round them. But plunge into the squalid bazaars and you will find to your joy the gleams of the long dark vistas, the gleams of color, the turbaned, white-robed, merchants cross-legged on their tables, and the odors of spices.

OIL CANS SERVE MANY PURPOSES. One commercial change is oddly obvious in Syria, and stays you on the day of every village. Eleven years ago American oil had displaced the native vegetable oils and their feeble light. You found the familiar petroleum-cask from Pennsylvania, with its little emblem and black lettering in the Jordan valley and hundreds of miles up the Nile. But to-day the fellahin and the shopmen of the rural bazaars knock up their rude sheds from wooden cases stamped "Batoum Trading Company," and the square tins in which the oil is packed are the Captain are used by the shepherds of Judaea in place of the goatskin buckets to water their flocks. These tins serve innumerable purposes.

In the settlement of foreigners in Syria I found a very evident increase. You tell a foreigner in the Holy Land by his roof; where a roof slopes and is of red tiles, there is a Frank. Now the red roofs have broken out all over landscapes where, ten years ago, I remember to have seen few or none. Of course they patch the green orange groves of Jaffa, and cluster in suburbs round Jerusalem. The suburbs of Jerusalem are surprising; I was quite un-

THE FATAL SWITCH.

It Was Left Open, and Therefore Four Lives Were Destroyed.

A DISASTER ON THE BURLINGTON.

Sleeping Passengers in a Pullman Car Are Rudely Awakened.

AN INQUEST TO BE CONDUCTED TO-DAY.

MONMOUTH, Ill., Oct. 21.—A frightful disaster occurred on the Burlington road at 1 o'clock this morning. Four persons were killed and 18 more or less injured. The Omaha and Denver fast express, which left Chicago last night, ran into an open switch and the entire train was thrown from the tracks.

Engineer A. A. Emery and George Courtney, the traveling engineer of the hour, who had gone into the cab half an hour before, were killed outright. A lady passenger was found pinned under the trucks of the sleeper. She had evidently been hurled through a window by the crash. Her body was crushed into an unrecognizable mass. Near her was a man lying dead under the sleeper.

The train consisted of three sleepers, two chair cars, one smoker, one baggage, one express and two mail cars. The sleepers were heavily loaded, as were also the chair cars.

AN OLD ENGINEER'S FATE. Emery, the engineer, was one of the oldest passenger engineers in the country, and he had been on this run for several months. The train was speeding along at the rate of 45 miles an hour when it struck an open switch. The engine dashed along on the spur track for a few yards, when it turned over on its side, burying Emery and the traveling engineer of the road beneath it. Emery was found with his feet touching the firebox. There was a deep wound in his head and his body was terribly crushed.

After the engine left the tracks the baggage car and the cars behind it were also hurled from the rails. Most of the passengers in the three sleepers had retired. The first intimation they had of danger was when the coaches began to sway against each other. Men, women and children were hurled from their berths. The lights went out, leaving the cars in total darkness. A terrific panic ensued, and women screamed frantically for help. It is said that some of the passengers in the sleepers were killed, but many of them were severely injured.

Fireman Nelson Anderson, of Galesburg, was on the engine with Emery and Courtney. When the crash came he was thrown from the cab, and was seriously injured.

HOW FRANK R. JOHNSON WAS KILLED. The baggage man and express messengers were thrown across their cars, but were only slightly hurt. The man found dead under the debris was Frank S. Johnson, who, with W. G. Hardy, of Abingdon, was standing on the steps of the smoking car. He attempted to jump off, but was thrown under the wheels and killed. Hardy jumped and escaped injury.

The baggage car caught fire, but the flames were promptly extinguished by Baggage man John Dore. Oscar Zimmerman was pitched through a window of the smoking car, but was unhurt. He hurried back to stop two incoming trains.

The disaster occurred in the first chair car, right back of the smoker. In one seat in the middle of the car sat Mr. George Allen, his wife and babe. Mrs. Allen was next to the window, and as the car tipped over her head was dashed instantly against the low, and she was instantly killed. The babe was hurled across the car and save a cut on the head, was uninjured. Mr. Allen received only bruises. He found his baby first, then groped his way from the car for a lantern, and on returning found his wife dead.

The imprisoned passengers beat out the windows of the car to effect their escape. A large force of surgeons and railway officials arrived from Galesburg and Burlington.

THE KILLED AND WOUNDED. In addition to the people killed 18 were injured, but the injuries of some were so slight that they left on the next train. Great surprise is expressed that the list of fatalities was not larger. Following are the names of the persons killed: Mr. George Allen, Lomont, Ill.; F. L. Johnson, Avon, Ill.; George Courtney, Galesburg, Ill.; A. A. Emery, Galesburg, Ill. The most seriously injured are: Elizabeth J. McDonald, South Melford, Ia., arm broken; T. J. Kirby, Lennox, Ia., left arm mangled; John Burns, Lorain, Ill., left arm torn off; Gus Wiggers, Rock Island, Ill., hip hurt; Fireman Nelson Anderson, Galesburg, Ill., scalded, may recover; Frank Valdershall, Chicago, cut about the head.

The coroner visited the scene of the wreck and will hold the inquest to-morrow. F. C. Rice, superintendent of the Illinois lines of the C. & Q., expressed the opinion that the switch had been tampered with. After the wreck the switch was found half turned, with the pin hanging down and the switch locked. A switch engine had been working on the side track during the afternoon, but subsequently seven trains passed over the switch in safety. Just a year ago the fast mail ran off the same switch and several were injured. It is a standard split switch and was again the switch that was tampered with. The accident created great excitement and hundreds are visiting the wreck.

The days of olds and Dr. Bull's Cough Syrup are at hand. Price 25 cents a bottle.

811—Excursion to Norfolk, Va.—811. Last grand excursion of the season to Washington, D. C., Old Point Comfort and Norfolk, Va. Only \$11 round trip; tickets good for 10 days. During this excursion the Atlantic Line and Company of South Norfolk, Va., will offer for limited number of choice lots, for tickets, plans, etc., under Sloan & Co., 127 Fourth avenue, Pittsburg, Pa.

BLAINE. 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 avenue.

THE BLAINE LAND IMPROVEMENT CO. D. B. & B. Millinery ribbons—latest ideas 25c, 35c, 40c, 50c, 60c yard. You save one-half the price of ribbons for your fall hats and bonnets by buying your ribbons here. BOGGS & BUHL.

REAL ESTATE SAVINGS BANK, LHM. 401 Smithfield Street, Cor. Fourth Avenue. Capital, \$100,000. Surplus, \$69,000. Deposits of \$1 and upward received and interest allowed at 4 per cent. TTS.

B. & B. Lace curtains, 3 to 5 yards long, 36 to 75 inches wide. See the special \$2 a pair curtains. Just opened. BOGGS & BUHL.

2—Bagnins in Ladies' Jackets—2. A black camel's hair refer at \$10. JOS. HORNE & CO.'s Penn Avenue Stores.

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

SUFFERERS from catarrh can find relief and a sure cure by using Pilo's Remedy for Catarrh. All druggists. 50 cents. TTS.

THE LEVANT OF TO-DAY

Scenes in and Around Historically Famous Places.

CHANGES BROUGHT BY EUROPEANS

Foreign Residents Have Increased Rapidly of Late Years.

RETURN OF THE HEBREWS TO PALESTINE

In the East there are, thank God, things which never change. The fullness of light, the perpetual, dramatic contrast of life and death, the sweep of the great coast-lines—every league of which round the Levant is historically famous—the shape of the palm, the shape of the camel, and the richness of color on human limbs and faces, can never be altered by any European aggressiveness.

The increase of Hebrews in Palestine is, of course, very marked, and especially in Jerusalem. Eleven years ago the whole population of Jerusalem was not more than 25,000. Now it must be nearly 50,000. New is in fact, he nearly 50,000 of whom about 30,000 are Israelites. So that if cities be determined by the majority of their inhabitants, Jerusalem is at last again a Hebrew city. The same proportion bears out the fact that the 20,000 people in Safed are Hebrews, and in Tiberias they number 3,000 out of 4,000—but on Hebron only some 500 out of 8,000. They have 70 synagogues, and in Jerusalem seven or eight more, and all their agricultural colonies, the real test of Hebrew progress in Palestine, have increased in number and in apparent efficiency. There is a great red-roofed village on the west of Meiron, and a few miles from it a large estate given by Rothschild and cultivated by Hebrews. Elsewhere, and especially near Jaffa, new settlements have been just founded or are in process of building.

EGYPT HAS BEEN OCCUPIED BY THE BRITISH; Jewish and German immigration into Syria has steadily increased; Greek and Latin have pursued their unholy traffic for the sacred sites; the missions of Western Christendom have persevered; their successes with the younger generation of natives have provoked the Eastern churches to a novel activity, and stirred up a zeal for education within Mohammedanism; and even the still-still Turk has progressed to show in his own queer fashion of keeping order among the medley of civilizations so mysteriously committed to his charge.

With changes in the East, one takes for granted a British garrison. It is almost always so by the Levant, and it is almost as anywhere else. Come to Egypt by the way of the canal, and the first sign you get of the immense revolution in the Valley of Nile is the little cemetery here by Tel-el-Kebir, where they laid our officers and men who fell on that field. The walls of the English church at Cairo, which, 11 years ago, I remember to have felt very sacred, are covered now with memorial tablets and brasses. Gordon's is, of course, eminent among them, and more frequent than all the crowned heads of Europe that adorn the walls of the hotels and cafes are prints of his clear English face.

These recent graves lead me to speak of the older and far larger British tribute which lies scattered all around the Levant from Alexandria to Beirut, and which seems to me to be the most striking of the stupendous Roman and Greek cemeteries on the borders of the Arabian desert. It lies not only in the thronged military graves of the cemeteries toward the Bay of Aboukir and the Bay of Sidon, but in the old hospital on the Bosphorus, but still more pathetically, under solid tombstones with English names and English ranks, which you stumble upon, or—oh! and defaced, in the out-of-the-way corners of the town as at Acre, or in the Christian graveyards of Cyprus. Some of the dates are astonishingly early—in Larnaca, for instance, 1683, 1716, 1738—but more are about the beginning of this century, or more recent still.

BRITISH OCCUPATION OF EGYPT. To return to the British occupation of Egypt. It was interesting to note that it has not failed to impress the imaginations of the tribes, settled and unsettled, of Syria. In the Syrian cities, and in the villages to the east of the Jordan, and I discovered that one of the stock arguments which the drab and dingy natives use upon sceptical Bedouins in the same districts, was the beating Britain gave three times over to the Arabs of the Soudan.

A cynic might say that, next to the increase of graves, the increase of grogshops in the Levant is the most striking feature of the occupation of Egypt; and at its center, in Cairo, grogshops have, indeed, very much increased. But it would not be fair to impute them all to our soldiers. In some parts of Egypt, and throughout Syria, it is told that drinking and drunkenness have very much increased, apart altogether from French example or encouragement. In Palestine every year more arak, a strong spirit distilled from grapes, is made and drunk by Christians, but also by Mohammedans. In Nazareth, with a population of 6,500, there was only one drinksop 11 years ago; there are now 17. On my former journey, I do not remember to have seen one drunk native, but this time I saw many.

THE CAIRO OF THE PRESENT. Cairo is much changed. The British occupation has enhanced rather than marred its picturesque. A further piquancy is lent to the varied crowds by the presence of the British soldiers in their uniforms of Majesty's uniform with the names of English shires upon them; shoulders marked "Dorsetshire" and "Shropshire" jostling with white-robed Moors from Tunis and the "abbas" of Mecca, come to study at the great Mohammedan University of El-Azhar. But otherwise Cairo has changed for the worse, if the worse be the less picturesque. The vulgar Frank has become rampant. It is not in the buildings or the outskirt—snurbs of villas and mansions of fash—nor in their gardens keep them Oriental.

But great Greek shops and French shops with Western haberdashery and ready-made clothing, the prices marked large on glaring cards, and the broken English of the city and upon the venerable Mouskoe itself. This street, whose surface used to be watered and trampled by feet of men and beasts into a smooth, elastic, slight-thighfar, is now unclean and noisy. The long dark vistas, more tall chimneys. Cairo is fast losing the two notes of an Eastern city, which Damascus still happily retains, smokelessness and noiselessness. In consequence, too, of straighter house walls, waving projections, the cool shadows, shot by shafts of light, are disappearing, giving way to glaring places with arcades round them. But plunge into the squalid bazaars and you will find to your joy the gleams of the long dark vistas, the gleams of color, the turbaned, white-robed, merchants cross-legged on their tables, and the odors of spices.

OIL CANS SERVE MANY PURPOSES. One commercial change is oddly obvious in Syria, and stays you on the day of every village. Eleven years ago American oil had displaced the native vegetable oils and their feeble light. You found the familiar petroleum-cask from Pennsylvania, with its little emblem and black lettering in the Jordan valley and hundreds of miles up the Nile. But to-day the fellahin and the shopmen of the rural bazaars knock up their rude sheds from wooden cases stamped "Batoum Trading Company," and the square tins in which the oil is packed are the Captain are used by the shepherds of Judaea in place of the goatskin buckets to water their flocks. These tins serve innumerable purposes.

In the settlement of foreigners in Syria I found a very evident increase. You tell a foreigner in the Holy Land by his roof; where a roof slopes and is of red tiles, there is a Frank. Now the red roofs have broken out all over landscapes where, ten years ago, I remember to have seen few or none. Of course they patch the green orange groves of Jaffa, and cluster in suburbs round Jerusalem. The suburbs of Jerusalem are surprising; I was quite un-

PREPARATION FOR THE INCREASED TRAVEL OVER THE PENNSYLVANIA LINES. The great volume of passenger traffic that will flow toward Chicago during the summer and fall months has been before the minds of the officers of the Pennsylvania Lines, who for several months have been discussing plans for the increase of facilities. The burden of the World's Fair traffic will rest on the cities of Pittsburgh and Allegheny, and it is necessary to have a steady stream of trains between Pittsburgh and Chicago, but as the amount of the traffic is a matter of speculation the proper increase in tracks, locomotives, coaches and Pullman cars is a matter not so easy to determine. To appreciate the situation one has only to endeavor to estimate the number of people who will go to the Fair from the cities of Pittsburgh and Allegheny out of the population of a million, or one million of every four, five, six, ten, twelve or fifteen? When it is remembered that the total population includes the old and young of both sexes, the riot and the noise, the estimate becomes more complicated. One third of the adult male population alone would be over twenty thousand, sufficient to fill forty trains of ten coaches each. That which it is difficult to do in the cities of Pittsburgh and Allegheny has to be done with some reasonable approximation by the officers of the Pennsylvania Lines for the cities, towns, hamlets and farms of Indiana, Ohio, Pennsylvania; for the industrial lives of New Jersey, New York and New England. Account needs to be taken of those who will come from the South and from across the Atlantic. Carefully reasoned out estimates of the increased traffic from Chicago to Allegheny are in placing it from three times as great as the ordinary traffic to fifteen times as great.

The Pennsylvania management has taken time by the forelock in appointing committees to consider the matter, and has been connected with transportation to and from Chicago. The committee on the enlargement and remodeling of the Chicago passenger station held its preliminary meeting in that city the other day. The Columbus Passenger Committee has been organized for the purpose of perfecting excursion ticket and rate arrangements and the General Baggage Agents have under consideration the method of increasing the safe and speedy handling of the millions of trunks and valises that will find their way to the city by the lake during the summer of 1893.

A general office of the Pennsylvania Lines will be opened in the city of Allegheny, and will not be overwhelmed, no matter how many come. As many trains will be run in as many sections as may be necessary and we will be able to accommodate every one.

B. & B. Special \$2 a pair lace curtains—Just opened. BOGGS & BUHL.

NEW ADVERTISEMENTS.

15c THE PEOPLE'S STORE, FIFTH AVE., PITTSBURG. The right thing at the right time for the rainy and muddy season.

1,500 PAIRS LADIES' RUBBERS AT 15c A PAIR. These are not clumsy, heavy-weight rubbers, but are fine quality, light-weight and perfectly water-proof. The price is 15c a pair.

LADIES' RUBBERS, LADIES' OVERSHOES, LADIES' GOLOSHERS, 15c A PAIR. ALL SIZES! ALL WIDTHS! You'll Find Them in Shoe Department. CAMPBELL & DICK, 81, 83, 85, 87 and 89 Fifth Ave., Pittsburg.

15c PRICES TO THE LOWEST EBB. Reasonable prices belong with the best tailoring to order and finest goods. We have all three. If you have read our advertisements our plan for making goods to order is clear enough. The most liberal array of fine cloths and styles you have ever seen. Hardly possible for you to take time to see them all. You know the usual fault of making-to-measure. Prices steep as if the tailor had a sheep-skin for his skill. We're going to get the trade. We'll let neither upsh prices nor indifferent work stand in our way.

WANAMAKER & BROWN, COR. SIXTH ST. AND PENN AVE. Second Floor—Entrance through the store by elevator.

A COOL QUERY! Are you about to invest in a Jacket, Sacque or Wrap? If so, we are in a position to supply your wants at a great saving. We say it, we mean it and we'll prove it beyond shadow of a doubt to all comers. We have just closed a most fortunate purchase of Real Fur Trimmed Garments, which we offer this week at the astonishingly low figures noted below: LOT 1—\$12.45 Cheviot Jackets, real Mink, full Shawl Collar, value \$18.75. LOT 2—\$14.75 Fine Cheviot, real Mink trimmed Jackets, Mink Ornaments, value \$22.00. LOT 3—\$15 Fine Jackets, real Mink, 5-inch Shawl Collar, value \$22.50. LOT 4—\$16.75 Thirty-inch long, Brown French Beaver Jackets, very finest Mink Collar and Trimmings, value \$30. LOT 5—\$7.45 Real Astrachan Trimmed Cheviot Jackets, full Shawl Collar, value \$10. LOT 6—\$9.75 Real Astrachan fine quality Cheviot Jackets, full Shawl Collar, value \$13.50. LOT 7—\$11.75 Extra fine quality, extra long Cheviot Jackets, full Astrachan-Shawl Collar, value \$16.50. LOT 8—\$14.75 Misses' Colored Cheviot Jackets, with real Mink full Shawl Collar, value \$22.50.

UNDERWEAR! HOSIERY! Our lines of Underwear and Hosiery for Ladies and Gentlemen are complete. The best of goods at competition-defying prices: Ladies' Ribbed Woolen Underwear. Ladies' and Children's Merino Underwear. Ladies' and Children's Natural Wool Underwear. Ladies' and Children's Scarlet Wool Underwear. Boys' White, Gray and Scarlet Underwear. All-wool Cashmere Hose, 19c, 25c, 35c. English Cashmere Hose, 35c, 45c, 48c, 63c. Misses' All-wool Hose, 25c to 50c. Fleecy-Lace Ladies' Hose, 25c to 50c. High novelties in Parisian Lisle Hose at figures that will be appreciated by economical buyers.

Rosenbaum & Co. 510-518 MARKET STREET. STEAMERS AND EXCURSIONS. AMERICAN LINE. Sailing every Wednesday from Philadelphia and Liverpool. Passenger accommodations for all classes unsurpassed. Tickets sold to and from Great Britain and Ireland, Norway, Sweden, Denmark, etc. Full information can be had of J. J. McCORMICK, 401 Smithfield St., Pittsburgh, or H. M. ALT-LAND KREBER, General Agent, 20 Broadway, New York.

ALLAN LINE ROYAL MAIL STEAMSHIPS. Glasgow to Philadelphia. VIA DENRY and GALWAY. The most direct route from Scotland and North and Middle of Ireland. ACCOMMODATIONS UNSURPASSED. Intermediate, \$70. Steerage, \$14. STATE SERVICE OF ALLAN LINE STEAMSHIPS. NEW YORK AND GLASGOW. Via Londonderry, every fortnight. Oct. 15, State of California, 1 P. M. Oct. 25, State of Nevada, 1 P. M. Oct. 30, State of Nebraska, noon. CABIN \$35 and upward. Return, \$65 and upward. Agents, J. J. McCORMICK, 401 Smithfield street, Pittsburgh. oct 21-2