AN ALASKAN WONDER.

Eruption of a Volcano That Was Long Considered Extinct.

A REEF THAT NEVER WAS FOUND.

The Captain of a Schooner Discovers the Revival of the Fires.

SOME VERY ADVENTUROUS EXPLORERS

Just north of Unimak Island, one of the Aleutian chain and situated about 40 miles from land, there lies in Bering Sea a small isolated islet which has been during the last five or six years an object of great interest to the scientific world and one of awe to the casual navigator of these remote waters, says a writer in the San Francisco Chronide. The name of this little island has been known to geographers for upward of 100 years as Bogaslef, which translated from the Russian signifies God's word. When the gallant Russian Commander Bering first visited the sea which afterward bore his name he described the island as being an isolated fiery mountain belching forth volumes of smoke and flame, and he was careful to give it a wide berth.

Later voyages commented in various ways upon the volcane, some authorities going so far as to state that the sea for miles around was beated by the subterranean fires and that the ebullition of stones and lava had been so great as to cause extensive reefs to be formed, thereby making navigation in the vicinity exceedingly dangerous. Even at this day there are charts of the locality which show a reef extending from the southern side of Bogoslof toward Umuak island, a distance of five or six miles.

Apparently Extinct 40 Years Ag >.

Now, in the course of time the smoke and fires of Bogaslof gradually decreased in volume until some 40 years ago they ceased to be noticed, and the volcano became nothing more terrifying than a linge gravish cluster of rugged rocks, which rose to a height of some 350 feet above the sea, and, beyond being a danger to unvigation to be avoided in thick or foggy weather, it was of no more interest than bundreds of other islands in this region, which by their forma-

oh show a similar origin.
With the cession of Alaska to the United States by Russia and the establishment of a number of trading stations at various points along the Aleutian archipelago, the island along the Aleutian archipelago, the occupying such a conspicuous place right in the track of vessels plying between the different stations once more became an object of interest to the fresh lot of navigators who came in with the new order of things. Not satisfied at a distant view, some of these bold mariners sailed up within hailing dis-tance of the old terror of the seas, and one master of a schooner, skeptical of the existcace of the reef as charted by the Russians, finding himsel, one day hard pressed by a strong westerly wind and seeing a good chance to make port very much quicker by shaping a course between the velcano and Umuak Island, resolutely sailed through the passage directly over the supposed reef; nor could be get bottom anywhere, although he diligently sought for it with a reef, and the captain had made a discovery.

Exploration of the Island.

The report of this feat was soon noised abroad, and soon several adventurous spirits had landed on the island and thoroughly explored it. Quantities of sea lions were found breeding ir a sand and gravel pit which projected from the south face of the volcano, and the crevices in the rocky cliff flanking the crater were filled with myriads of sea birds which had chosen this lonely

spot to rear their young.
In the course of time the natives of the adjacent islands formed parties and made eriodical hunting trips to Bogaslof for the ouble purpose of procuring the skins of for covering their hidarraha boats, and for bringing back boat leads of eggs, some of which it must be contessed were nearer maturity than would suit our civilized tastes. This state of affairs continued until some time in the sum-mer or autumn of 1882, when the native hunters reported having seen smoke issuing from the volcano, and with characteristic pradence at once and unanimously agreed to forego the pleasure and profit of their annual visit to the island.

In September, 1883, Captain Anderson, at that time master of the schooner Matthew Turner, was bound from Oonalaska to some trading post in one of the islands to the westward, and his route took him close to When yet some 20 or 30 miles from the island he was astonished to see vast clouds of smoke pouring upward and from the sea in the vicinity of the old volcano, and, fortunately, being a man of unsual courage as well as being of an inquir ing mind, he steered a course which brought his vessel directly toward the island. In a short while he was close enough to see that instead of the smoke issuing from the old volcano a new mountain had arisen from the sen about a half a mile porth of the old forms tion, and was connected with it by a narrow beach or isthmus. The new volcano was pouring forth dense clouds of smoke, and at intervals the sky was darkened by a shower of fine volcanic dust and ashes. Sulphurons flames leaned out of huge crevices in the flanks of the crater, and the sea for a comple of miles was discolored by the erup-

After remaining in the vicinity long enough to make these notes Captain Anhere away, and in due season returned to Oonalaska, where the existence of the new volcano was reported. Early in the spring of the year following the writer, accompanied by Dr. H. W. Yemans, was landed on the island from the United States steamer Corwin, Captain M. A. Healy, commanding, for the purpose of obtaining as much information as possible in regard to what was at the time probably the youngest volcaso in existence. The vessel steamed carefully around the island, sounding at frequent intervals, and gradually drew nearer and nearer, until within less than half a mile from the shore she came to anchor in 13 fathoms of water. The new formation was in an active state of erupbut after carefully observing it from a safe distance and seeing nothing more dan-gerous than steam and sulphurous flames ssuing from numberless vents in the sides of the crater, a boat was lowered and a party made up for a closer inspection of the

Fortunately for our purpose, the day was fine and the sea se smooth that we landed without difficulty at a point on the narrow, connecting beach, about midway between the old and new formations. The beach was found to consist of a mixture of sand and small colitic stones and was readily een to be of much greater age than the new seen to be of much greater age than the new formation, and was evidently, previous to the recent eruption, a partially submerged spit, jutting out from the northeast face of Old Bogasiof. An isolated pinnace of rock & feet high probably formed the termina-tion of this split and had been elevated some 15 or 20 feet by the recent upheaval. The fact was shown by the position of watermarks, barnacles, etc., on the side of the

Difficulties of the Ascent.

The sides of New Bogaslof rise with a gentle slope to the crater, and the ascent at first appearance is easy, but the thin layer of ashes formed into a crust by the com-bined action of moisture and heat is not strong enough to bear a man's weight. At every step our feet crushed through the outer covering and we sank at first ankle and later knee deep into a soft almost impalpable bed of dust, which arose in clouds and nearly sufficiated us. As the summit was neared the heat of the ashes became almost unbearable, and we were forced to continue the ascent by picking our way over rocks whose surface being exposed were cooler and afforded a more secure toothold.

SEE Linnekin's price list of dyeing and cleaning every Monday on third page of Tus The temperature of the air at the base

was 44° Fahrenheit, and at the bighest point reached 66°. A thermometer buried in the sand at the base of the cone registhe sand at the base of the code self-tered 44°, half way up the sides 191°, and in a crevice of the ramparts of the crater the mercury rapidly expanded and filled the tube when the bulb burst, and shortly afterward the solder used to attach the suspen sion ring to the instrument was fused. W estimated the temperature at this spot to be over 500°. The temperature of the water contiguous to the island was 440, and did not differ from that of the sea as observed outside of any possible influence of the volcano. On all sides of the cone we observed numerous vents through which observed numerous vents through which steam and vapor escaped with a dull, hissing sound. Around each of these apertures a thick deposit of sulphur had been made, the fumes of which were almost unbearable. We pushed forward now with the utmost precaution toward what appeared to be a large fissure of the main peak or wall of the crater if any existed intending to peak through it and gain isted, intending to pass through it and gain a better view of the inside of the cone. As we progressed the dul1 noise which is perceptible on the interior of the cone as a low purring sound became louder and louder until at last it filled our ears with a muffled humming reverberance which was exceedhumming reverberance, which was exceed ingly trying and altogether impossible to describe. When we were within some 50 feet of the fissure a sudden gust of wind sent a cloud of sulphurous smoke, ashes and vapor down the little canyon in which we found ourselves and compelled us to beat a settered.

One Noticeable Feature.

On the northwest side of the volcano the On the northwest side of the volcano the flanks of the cave are broken into a thousand irregularities by masses of erupted rock, but the southern face is, as I have before stated, almost entirely covered over with an accumulation of ashes and cinders. A curious fact noticeable in Bogaflof was the entire absence of lava. Small quantities of rock-froth, consisting of uniused particles in a semi-fused mass, were observed, but it is evident that the heat of the discharge has never been so great as to the discharge has never been so great as to produce true fusion. We observed no shells and but little sea weed on the beach.
Kelp in considerable quantities, however,
was seen close inshore. A walk of a third
of a mile along a pebbly beach brought us
to Old Bogaslof. The northern face of this extinct volcano rises almost perpendicular to a height of 325 feet, and is so deeply indented as to give it a cave-like formation and causes the rock to appear as if. leaning

toward the north. Probably nowhere can there be found a Probably nowhere can there be found a better example of the disintegration of stone into soil by the action of the asmosphere than is furnished here. The composition of the islet was originally of shale, but under the varying conditions of temperature to which it is continually subjected the exposed portions of old Bogaslof are crumbling away, and in time the island, which at present is cone-shaped, will be-come a tower-like pinnacle or cluster of pinnacles similar to hundred of isolated ocks which fringe the shores and stand like sentinels at the extremities of nearly all of the Aleutian islands, which are of older and

doubtless similar origin.

Myriads of sea birds were found nesting in the crevices of the cliffs of Old Bogaslof, and a large herd of sea lions, some of tremendous size, we found on a spit projecting into the sea from the southern face of the island. But not a sign of life of any kind was seen in New Bogaslof.

Another Visit This Year.

At the time of our visit in 1884 the fol-Bogaslof—Height of highest peak, 389 feet; breadth of base, 933 feet. New Bogaslof— Height of highest peak, 384 feet; breadth of base, 1,008 feet; width of isthmus (narrow-est), 326 feet; length of south pit, 1,824 feet; total length of wicele, 7,904 feet.

total length of whole, 7,904 feet.

During the summer cruise of the United States steamer Rush in the present year I again visited the new volcano, and through the kindness of Captain W. C. Coulsen, commanding that vessel, was enabled to make some comparative sketches and observations, which show that during the intervening seven years many changes have taken place in the new formation and enough has been learned to form a pretty good idea of the future of this island.

Although still in a state of eruption, the hundred feet and the highest point is not now over 250 feet in height. No accurate measurement could be obtained on the day of our last visit on account of the dense clouds of vapor which hung persistently around the upper portions of the islet, completely shutting out from view the promi nent points. The isthmus, which once con-nected the old and new formations, has sunk out of sight, carrying with it Sail rock, which at one time stood 87 feet above sea level. In fact, where we walked on dry land seven years ago is to-day covered with seven fathoms of water, and the sea has made a passage between the two parts of the island deep and wide enough for a mod-erate-sized ship to sail through.

COMFORT FOR THE AILING.

What World's Fair People Will Do for the

Feeble and Emergency Cases. CHICAGO, Nov. 2.-The announcement made a few days ago that women physicians will be given official and professional recognition at the Exposition was received with the attention the importance of the fact demands. Dr. John E. Owen, medical director of the Exposition, in compliance with a request from the President of the Board of Lady Managers, has promised to place women upon his professional staff, and that they shall in all respects rank equal with men in the Exposition Hospital.

There will also be a model hospital in the Woman's Building. This is, of course, separate and distinct from the official hos-pital of the Exposition, of which Dr. Owen is director, being rather in the nature of an exhibit. It will, however, be fully equipped with physicians and trained nurses, a veritable model hospital, prepared to handle the gravest cases of accident or illness, and here women will find another magnificent opportunity. Adjoining the model hospital, and in connection with it, will be the Department of Public Comfort, which promises to become a novel and important feature of the World's Fair. In this room will be couches and hospital beds for such cases of indisposition or accident as do not require serious or regular medical attention. old persons, invalids, sufferers from sudden are temporarily indisposed, weak people of all ages needing rest and a spot in which to lie down, will find what they want in this

CALIFORNIA.

The Country of Delightful Winters.

California is the most attractive and delightful section of the United States, if not of the world, and its many beautiful resorts will be crowded with the best families of the East during the entire winter. It offers to the investor the best open opportunity for safe and large returns from its fruit lands. It offers the kindest climate in the world to the feeble and debilitated; and it is reached in the most comfortable manner over the Atchison, Topeka and Santa Fe Railroad. Pullman vestibule sleeping cars leave Chicago by this line every day in the year and go without change or transfer through to San Francisco, Los Angeles and Sau Diego. This is a feature not offered by any other line. Write to Charles T. Appleby, Traveling Passenger Agent, Room 303, Bank of Commerce Building, Pittsburg, Pa, if you desire any further information as to the country and the accommodations for reached in the most comfortable mann the country and the accommodations for reaching it.

WE can give you the best and save money on your winter underwear and hosiery—this to men. women to men, women Jos. HORNE & Co.,

To-day-Eider Downs (50-cent ones) at 25 cts. Taps, creams, cardinals, etc. Flan-Boggs & Buill

DRY HOLES COME IN

The Spotted Character of the McDonald Field Demonstrated.

SEVERAL ON TOP OF THE SAND. A Gusher on the Wallace Farm, Between

the Mathews and Mevey. OPERATIONS ARE NOW BEING RUSHED

The production of the McDonald field esterday was about 75,000 barrels. While his speed is being kept up by a few wells, number of the wells which were comleted yesterday are little better than dry. such results are not unlooked for, as the field has proven to be spotted in every direction. There are few lines or theories which will stand a practical test in this territory. The only sure test is the drill which alone can demonstrate the value of the oil bearing rock. Many an operator has won thousands on his theories in other fields, but in this it is entirely different. Wells are found in the most unex-pected places, and dry holes are drilled where gushers should have been. As an where gushers should have been. As an instance of the first statement the Elliott No. 1, of the Devonian Oil Company, may be cited. It is located away off to the west where no one would have thought of drilling if it had not been for the Royal Gas Company's No. 1, on the Mary Robb farm. The day the latter well came in The DISPATCH scout was going over the field with a member of the Royal Gas Company.

pany. Thought It no Good.

A trip to the Mary Robb well was pro-posed, but the Royal Gas man demurred, and gave as an excuse that the well would be no good. Not two hours after this the well came in at 100 barrels an hour and since then has been keeping up its original

The developments vesterday were surpris-ing. The Oakdale Oil Company's No. 1, on the Wallace farm, reached the pay streak and started off at 300 barrels an hour. The and started oil at 300 barrels an hour. The
Sam Sturgeon No. 2 is also making from 300
to 350 barrels an hour. The Hopper
No. 1 of the Oakdale Oil Company
is good for about 500 barrels a day.
The Wallace Oil Company's well
on the lumber yard lot in Southwest Mc-Donald is about through the fifth sand and showing light. Guckert & Steele are having bad luck on the Mevey farm in Southwest McDonald. Their No. 1 has stopped flowing, No. 2 is almost dry, No. 5 has been drilled through the sand and is almost a duster and No. 4, which was finished resterday, is in the last stages of hinished vesterday, is in the last stages of production. It will only make a small well at most. Mellon & Gartland's No. 1, on the Taylor farm was reported dry last night. G. W. Sparks & Co.'s well on the Hughes lot, which is a part of the Moore farm, was shot yesterday and will probably make a small producer.

On Top of the Fifth. There are a number of wells which should reach the fifth sand to-day or to-morrow, and these are being closely watched and should increase the production.

Gauges of the Wells. An hourly gauge of the big wells vester-day resulted as follows: Mathews, 250; Her-ron No. 1, 125; No. 2, 125; No. 4, 325; Bell No. 1, 75; No. 2, 100; Batdwin, 125; Elliott No. 1, 85; No. 2, 115; Sam Sturgeon No. 1, 75; No. 2, 250; Forst & Greenlee's No. 1 Mevey, 140; No. 3, 40; No. 4, 150; Wallace No. 1, 100; Sturgeon heirs No. 1, 20; No. 2, 70; 70; Miller No. 1, 50; No. 5, 70; No. 4, 30; M. Robb, 20; Devonian Oil Company's No. 1, Elliott, 170; Hoffman & Co.'s No. 2, Moore, 30; Gamble, 35; Bowman & Co. s No. 2, Moore, Scan, 15; Conklin & Co.'s No. 1, 20; Black & Co.'s No. 1, 30; Miller Black & Co.'s No. 1, 30; Miller & Co.'s No. 1, 30; Shaffer & Co.'s No. 1, 35; No. 3, 25; Patterson and Jones, 80 barrels. The estimated production was 75,000 bar-

Runs From the Field. The runs of the Southwest Pipe Line Company on Saturday from the McDonald

Export Oil Trade. The exports of miseral oils from the United States during the fiscal year ended June 30, 1891, were 704,387,532 gallons of the value of \$51,313,454 according to the re-port of the Bureau of Statistics of the Treasury Department at Washington. In preceding year such exports were but 659,365,475 gallons of the value of \$50,854.-522, or an increase of over 55,000,000 gallons in quantity and nearly \$460,000 in value. Such an increase in the foreign trade of the country in a single commodity would be cause for gen-eral congratulation were it of any other commodity than petroleum and its products. But the organization which has carried on this foreign trade chiefly, through which the wealth of this nation is increased at the rate of nearly \$1,000,000 per week, has been denounced so long by an ignorant rabble of talkers and equally unconscionable crowd of inconsiderate scribblers, that the public have been led to believe there is nothing to be commended in this enterprise, but rather the people should rejoice when an obstacle is put in the way of the traffic by a foreign power or combination of competitive per

To those who take an interest in the traffic and a pride in its success in common with all other American enterprises, it may be said that the increase was almost exclusively in illuminating oil. The increase in the exports of that commodity was 47,289,105 gallons and the increase in value was \$1,446,363, but there was decreases in the volume as well as value of the crude oil the volume as well as value of the crude on exported during the year and a large decrease, in the exports of naphthas and residuum. Lubricating oil, however, showed a slight increase. The month of June, the last reported shows a continuation of the same condition increasing exports of illumination of the same condition increasing exports of illuminations. inating and lubricating oils and a decrease in the outgo of crude, naphthas and residuum. A close examination of the figures will show a decline in the price generally for export and they are sufficient to cast a doubt upon that rule so often stated by political econo mists as infallible, that a decline in the price necessarily stimulates and increases sales. Those who start with a bias of this kind will point to the increased exports of illuminating and lubricating oil as proof, and shrewdly say nothing about the other commodities in which the same results have not followed. The price of naphthas has declined about 13 per cent during the year, but the exports have de-creased, those for June this year being but about one-third as much as in the same month last year. Because this fact does not verify the rule the philosophers lay down, they do not like to consider it. The fact is, people do not buy anything merely because it is cheap, but if they buy at all it is because they want it and are able to pay the price asked for what they want. If a price is so high that the people cannot pay it, no matter how de-sirable the article may be, they will not buy because they cannot. A decrease in the price may easily stimulate trade under certain conditions, therefore, but if an arcertain conditions, therefore, but if an article be offered which the people do not want, reducing the price will not increase the trade. The desires of the people and their ability to gratify those desires are the leading factors in trade. Price is but an element, not the controller of activity or valume of husiness.

volume of business.

Yesterday's Market Features. Trading was light and fluctuations narrow The December option opened at 60, highest 60% lowest 59%, close 60. A forecast for the 60% lowest 50% close 60. A forecast for the week would be valueless, as everything depends upon McDonald. There was no positive inclination either way yesterday. Refined was unchanged. Daily average runs, 111,992 daily average shipments, 85,577. Clearances fast month were about 40,000 a day.

OIL CITY, Nov. 2.—National Transit certificates opened at 59%: highest, 69%: lowest 59%: sales, 102,000 bibls; clearances, 1423,000 bibls.; shipments, 94,339 bibls, runs, 86,292 bibls.

BRADFORD, Nov. 3.—National Transit certificates opened at 60%: clowest, 50%: clearances, 360,000 bibls.

CLEVELAND, Nov. 3.—Petroleum quiet; 8. W., 110°, 6%c: 74° gasoline, 7c; 86° gasoline, 10°. 30° naptha, 5%c.

New York, Nov. 8.—Petroleum opened steady and advanced 1%c on renewal of long accounts in the new option. A decline of 1%c Tollowed, after which the market rallied 1%c and closed steady. Pennsylvania oll, spot sales, none; December option opened at 60%c; highest, 60%c; lowest, 58%c; closing, 60c. Lima oil, no sales; total sales, 85,000 bbls. 110°, 61/c; 74° gasoline, 7c; 86° gasoline, 10c; 65°

WANT A GERMAN CONSULATE.

The Pittaburo Chamber of Comm for Such Official.

The Board of Directors of the Chamber of Commerce met yesterday afternoon. President George A. Kelly was in the chair. A communication was read from Justice

Mulert calling the attention of the board

to the agitation now going on in this city

for the establishment of a German Con-sulate here. Mr. Mulert hoped the board would take some action in the matter, as it would add greatly to Pittsburg's commercial importan Some of the members of the board were astonished that there was no German Con-sulate in this city, they having been labor-ing under the belief that Max Schamberg represented the German Empire. J. B. Scott was heartily in favor of the establish-

ment of such a Consulate in this city, as it would be very beneficial to a large number of business men who exported and imported with the German Empire. Charles Meyran, John Bindley and others favored the move. Captain Herbert offered the following resolution, which was unanimously adopted:
Whereas, The subject of a German Consulate for the city of Pittsburg having been brought to the attention of this chamber,

Whereas, A number of our merchants and

Whereas, A number of our merchants and manufacturers are interested to a considerable extent in the importation as well as the exportation of property from and to the great Empire of Germany, and whose interests would be largely enhanced were such a consulate established; therefore Resolved, That this Chamber of Commerce heartily indorse such action and earnestly request the Minister of Foreign Affairs of Germany to establish a Consulate and appoint a resident Consul for this district. Resolved, That the Secretary of this chamber be requested to forward a copy of the above to the said official.

A communication was read from L. G.

A communication was read from L. G. Shepard, Chairman of the board appointed to consider the recommendations of the United States delegates to the International Marine Conference asking the chamber to submit any views on the matter they may have. The communication was placed on file and the board adjourned.

LATE NEWS IN BRIEF.

—The striking printers in Germany are losing their fight. -Sitting Bull's cabin will be exhibited at the World's Fair. —The ravages of cholera in Damascus show an enormous increase.

—Slavin, the pugilist, has been arrested and fined in England as a common drunk. -Potatocs are among the things forbidde to be exported by the new Russian ukase. —Copious rains have just extinguished the prairie fires and put an end to the drought in the Indian Territory.

—The survivors in one famine-stricken province in Russia are too weak from starva-tion to bury their own dead.

—Lady Somerset, a peeress and English temperance reformer, addressed a W. C. T. U. meeting in Chicago Sunday night. —In consequence of the recent accident to fishing crafts, the heavy gun practice at Plymouth, England, has been stopped. -Winter is setting in with unusual se-verity in Europe. Heavy snows have fallen around Hamburg and in the mountains of Greece.

-The Secretary of a Building Association at Evansville, Ind., John L. Morton, is charged with being short in his accounts about \$6,700.

-The Greek Church Synod in Russian Trans-Caucasia are banishing to the moun-tain districts Protestant heads of families The latest lynching in the South occurred in Mitchell county, Ga., when Muzderer Larkin Mix was taken from the jail at Meigs and hanged by the mob.

The old line steamer Passaic has been wrecked by a gale in the lower end of Lake Erie. The crew was probably saved, as there were a number of vessels in the visits of the contract of the con —Some ladies of Cork have sent to America a wreath made of laurel, ivy, shannocks and violets from Mr. Parnell's grave. The

will be given to Mr. Parnell's -Three missionaries in German New Guinea have been murdered by natives. A number of other white men are reported to have fallen victims to native enmity in the

-Four boys between 12 and 15 years old, named John Clarkson, Peter Hewis, Leo Johnston and William Alliston, were drowned Sunday through the upsetting of a sailboat in a squall.

—A Chicago and Alton train containing Governor Fifer and 200 other passenger was detailed by running into an open switch near Alton Sunday. The engineer's prompt-ness saved the train.

—A farmer near Ocouto, Wis., saw three men removing spikes and fish plates. The farmer flagged an approaching passenger train, which came to a stop just as the front trucks left the track where the rails had een spread.

—Sam Howell, a near relative of Clark Howell, editor of the Atlanta Constitution and Speaker of the Georgia House of Repre-sentatives, has eloped with Miss Nina Merch, a saleswoman in a drygoods store at Mid-

-Roman newspapers are unanimous in the -- Homan newspapers are unanimous in the opinion that the new opera, "Amico Fritz," surpasses "Cavalleria Rusticana," and that it is the work of a born genius. The composer, Mascagni, in an interview during the performance, said that he was so nervous that he had eaten nothing for two days, and he felt like being in a dream when called before the curtain.

fore the curtain.

—An attempt to destroy a large amount of property was made at Clarksburg yesterday morning by some person thring a car loaded with a merry-go-round which was standing among a large number of other cars loaded with merchandise, oil andepowder in the Baitimore and Ohio freight yard. The fire was discovered by Ticket Agent Towles, who, unassisted, moved a car containing powder from the end of the burning mass and prevented an awful explosion. The merry-go-round and car are a total-loss, amounting to about \$2,500.

UPRIGHT PIANO, 8225

Square Piano, \$150; Parlor Organ, \$50 An elegant upright Piano, in perfect or-der, of handsomely carved case, easy ac-tion and excellent tone. This fine instru-ment will be sold, fully warranted, at \$225, with plush cover and stool. Also a good square Piano at \$150 and a first-class parlor Organ at \$50. A rare chance to se-cure an instrument at a low figure. J. M. HOFFMANN & Co.,

537 Smithfield street.
Agents for the celebrated Sohmer, Colby, Hallett & Cumston and Schubert Pianos; also, the unrivaled Peloubet, Reed Pipe and Newman Bros. Organs.

On Center Table. 25,000 yards of ribbons at less than half

Millinery ribbons at 25c, reduced from 50c, 60c and 75c a yard, at 50c from \$1. Sash ribbons, 50 and 75c a yard, reduced from \$1 50.

Fancy ribbons, sizes 3 to 50, 3c to 25c; yard, about one-third price. These are on a center table. Don't miss this sale. Get your fancy ribbons now for JOS. HORNE & Co.'s Penn Avenue Srores.

Afternoon, reception and evening gowns; also reception and party wraps.

Trus PARCELS & JONES,

29 Fifth avenue. B. & B. New to-day — Imported vigogues and chevrons—the latest Paris colorings and the choicest woolens for outdoor gowns shown this season. Moderate prices.

Boggs & BUHL GENTS, if you want your clothing cleaned or dyed and repaired send us a postal or telephone us (3454) and we will send for and return them. E. J. Linnekin

& Co., 174 Federal street, Allegheny. Tus 50-INCH all-wool suitings at 50c a yard. Jos. HORNE & Co.'s Penn Avenue Stores.

How Women Can Get Strength.



lady who suffers from nervousness or palpitation to the wife and mother, who by overwork and household cares, becomes tired, weak, exhausted, dragged out, with nerves ont, with nerves strong, the cause is the same-nervous

prostration The remedy is Dr. Greene's Nervara. It is the great nerve invigorator, the great blood vitalizer, the great strength producer, the great health restorer. It will give you good digestion and regulate the bowels. Above all, it will make you strong, vigorous and healthy, give you a good complexion, strong and steady nerves. It is purely vegetable and harmless. Druggists sell it, \$1. Do not fail to use it, weak and nervous sufferer. "I was miserable, had no ambition,

strength in my limbs, and was tired all the



TIRED AND WORN OUT.

"When I walked a few rods I felt as if I would drop down on the ground. Greene's Nervurs has done me more good than anything I have ever taken. I look and feet like another person since I began to take it, and I recommend it to all who are ailing. MRS. FRANCES M. BODLE,

N. B. Dr. Greene, the successful specialist in curing all forms of nervous and chronic diseases, 35 W. 14th Street, New York, can be consulted free, personally, or by letter. Call or write him about your case, or send for symptom blank o fill out, and a letter fully explaining you disease, giving advice, etc., will be returned

will be paid for a recipe enabling us to make WOLFF'S ACME BLACKing at such a price that the retailer can profitably sell it at 10c. a bottle. At present the retail price is 20c. This offer is open until Jahuary 1st., 1893. For particulars address the undersigned.

ACME BLACKING is made of pure alcohol, other liquid dressings are made of water. Water costs nothing. Alcohol is dear. Who can show us how to make it without alcohol so that we can make ACME BLACKING as cheap as water dressing, or put it in fancy packges like many then charge for the outside appearance stead of charging for the contents of the

bottle? WOLFF & RANDOLPH, Philadelphia.

PIK-RON is enough to make six scratched and dulled cherry chairs look like newly finished ma-

hoganies. It will do many other remarkable things which no other paint can do. All retailers sell it. IMPROVEMENT, THE PROMISE OF

CURE.—No array of words can give a yspeptic one-half the hope that comes from be relief which always follows the use of birdock Blood Bitters, and the promise of cure is never broken.

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success prove that dyspepsia cannot with stand B. B. B. "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, oct-Trsst Lock Haven, Pa."



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For all ORROWING, ORGANIO and
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DITTSBURG AND CASTLE SHANNON R. R. PITTSBURG AND CASTLE SHANNON R. R.—

Sumer Time Table. On and after June 7, 1891, until further notice, trains will run as follows on every day, except Sunday, Eastern standard time: Leaving Pittsburg—6:25 a.m., 7:15 a.m., 8:00 a.m., 9:25 a.m., 11:30 a.m., 1:35 p.m., 3:35 p.m., 5:100 p.m., 5:35 p.m., 6:200 p.m., 9:30 p.m., 11:30 p.m., 11:30 p.m., 8:00 a.m., 10:25 a.m., 10:20 p.m., 6:30 p.m., 6:20 p.m., 6:30 p.m., 6:30 p.m., 5:40 p.m., 5:50 p.m., 5:50 p.m., 5:50 p.m., 5:50 p.m., 5:50 p.m., 6:50 p.m., 6:30 p.m., 0:35 p.m., 6:30 p.m., 0.A. ROGERS, Supt. RAILROADS.

PENNSYLVANIA RAILROAD. SCHEDULE IN EFFECT 12.01 P. M., JULY 19, 1891, Trains will leave Union Station, Pittsburg as follows (Eastern Standard Time): MAIN LINE EASTWARD.

as follows (Eastern Standard Time):

MAIN LINE EASTWARD.

New York & Chicago Limited of Pullman Vestibule Care daily at 7.15 A. M., arriving at Harrisburg at 1.55 P. M., Philadelphia 4.55 P. M., New York 7.00 P. M., Baltimore 4.00 P. M., Washington 5.55 P. M. Revstone Express daily at 1.20 A. M., arriving at Harrisburg 8.25 A. M., Philadelphia 11.25 A. M., New York 2.00 P. M., Alliantic Express daily at 2.20 A. M., arriving at Harrisburg 9.20 A. M., Philadelphia 12.15 P. M., New York 2.30 P. M., Baltimore 12.00 P. M., Washington 1.03 P. M.

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

Barrisburg 2.32 P. M., Philadelphia 6.50 P. M., New York 5.35 P. M., Philadelphia 6.50 P. M., Marrisburg 2.35 P. M., Philadelphia 6.50 P. M., May York 1.55 P. M., Baltimore 6.45 P. M., Washington 8.15 P. M., Baltimore 6.40 P. M., Washington 8.15 P. M., Connecting at Harrisburg 10.00 P. M., connecting at Harrisburg 10.00 P. M., connecting at Harrisburg 10.00 P. M., arriving at Harrisburg 10.00 P. M., Onnecting at Harrisburg 10.00 P. M., Washington 7.00 A. M., Philadelphia 5.25 A. M., Washington 7.00 A. M., Philadelphia 5.25 A. M., Washington 7.00 A. M., Philadelphia 6.50 A. M., Sandaya, Order School, N. Y., avoiding double ferriage and journey through New York City. Johnstown Accom., except Sunday, 3.00 P. M., Greensburg Accom., 11.5 P.M., week-days, 10.30 P. M., 12.10 A. M., Greensburg Express 5.10 P. M., except Sunday, 1.00 A. M., 12.50, 2.00, 3.00, 10.00 A. M., 12.50, 2.00, 3.00, 10.00 A. M., 12.50, 2.00, 3.00

SOUTH-WEST PENN RAILWAY,

For Uniontown 5.30 and 8.35 A. M. 1.45 and 4.25 P. M. week-days. MONONGAHELA DIVISION. ON AND AFTER MAY 25th, 1891,

For Monongahela City, West Brownsville, and Utaontown 10.40 A. M. For Monongahela City and West Brownsville, and 4.50 P. M. On Sunday, 8.53 A. M. and 1.01 P. M. For Monongahela City only, 1.01 and 5.50 P. M. Granday, 8.53 A. M. and 1.01 P. M. For Monongahela City only, 1.01 and 5.50 P. M. week-days, Dravosburg Accom., 5.00 A. M. and 3.20 P. M. week-days, West Elizabeth Accom. 8.55 A. M., 4.15, 6.20, and 11.35 P. M. Sunday, 9.40 P. M.

WEST PENNSYLVANIA DIVISION.

ON AND AFTER MAY 25th, 1891. From FEDERAL STREET STATION, Alleghen From FEDERAL STREET 5 4.2.

For Springdale, week-days, 6.20, 8.25, 8.20, 10.40, 11.50, A. M., 2.25, 4.19, 5.00, 5.65, 6.20, 8.10, 10.30, and 11.40 P. M. Sundays, 12.25 and 9.20 P. M. For Butler, week-days, 6.55, 8.50, 10.40 A. M., 3.15 and 6.05 P. M. week-days, 6.55, 8.50, 10.40 A. M., 3.15 and 6.05 P. M. week-days, 6.55, 8.50, 10.60 A. M., 3.15 and 6.35 P. M. Sundays, 12.53 and 9.30 P. M. M. and 5.00 P. M. For Apollo, week-days, 10.40 A. M., and 5.00 P. M. For Bialraville, week-days, 6.55 A. M., 3.15 and 16.35 P. M.

For Blairsville, week-usja, before the first t From Pittsburgh Union Station

Trains Run by Central Time. Northwest System—Fort Wayne Route North west System—Fort way he Acute
DEPART for Chicago, points intermediate and beyond:
%3.55 a.m., *7.10 a.m., *12.20 p.m., *1.00 p.m., *8.45
p. m., 111.20 p.m. Arrive from sime points: *12.05
a.m., *12.20 a.m., *6.00 a.m., *6.35 a.m., *6.00 p.m.,
DEPART for Toledo, points intermediate and beyond:
7.10 a.m., *12.20 p.m., *1.00 p.m., 111.20 p.m. Arrive
from same points: *112.40 a.m., *6.35 a.m., *6.00 p.m.,
*6.50 p.m.
DEPART for Cleveland, points intermediate and

*6.50 p.m. DEPART for Cleveland, points intermediate and beyond: †6.10 a.m., *7.10 a.m., †12.55 p.m., *11.05 p.m., *6.00 p.m., *10.05 p.m., *6.00 p.m., †7.00 p.m.

Depart for New Castle, Erie, Youngstown, Ashtabula, points intermediate and beyond: †7.20 a.m., †12.20 p.m. Assayur from same points: †1.25 p.m., †10.15 p.m.

DEPART for New Castle, Jaspestown, Youngstown and Niles, †3.45 p.m. ARRIVE from same points: DEFART for Youngstown, *12.20 p.m. ARRIVE from Youngstown *6.50 p.m.

Southwest System-Pan Handle Route Southwest System—Pan Handle Route
Depart for Columbus, Cincinnati, Indianapolis, St.
Louis, points intermediate and beyond: *2.10 a.m.,
*7.00 a.m., *8.45 p.m., *11.15 p.m. Ansava from same
points: *1.05 a.m., *6.00 a.m., *5.55 p.m.

Depart for Columbus, Chicago, points intermediate
and beyond: *2.10 a.m., *12.05 p.m. Ansava from
same points: *1.05 a.m., *13.06 p.m. Ansava from
Washington, †6.15 a.m., †8.35 a.m.,
†1.55 p.m., †1.30 p.m., †4.50 a.m., †8.50 a.m.,
†10.25 a.m., †2.35 p.m., †4.55 p.m., †4.50 a.m.,
†10.25 a.m., †2.35 p.m., †4.55 p.m., †4.50 a.m.,
Depart for Wheeling, †7.00 a.m., †12.05 a.m.,
Depart for Wheeling, †7.00 a.m., †12.05 a.m. DEPART for Wheeling, 17.00 a.m., 112.05 a.m., 12.45 p. m., 16.10 p. m. Arrive from Wheeling, 18.45 a.m., 18.05 p. m., 15.55 p. m., 11.05 a.m., PULLMAN SLEEPING CARS AND PULLMAN DINING CARS THE THOUGH, East and West, on principal trains of heab Surtament

Time Tantes of Through and Local Accommodi 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 Penn-sylvania Lines West of Pittsburgh. Daily. †Ez. Sunday, ;Ez. Saturday, ¶Ex. Monda

JOSEPH WOOD, E. A. FORD, BALTIMORE'& OHIO RAILROAD.
Schedule in effect Sept. 19, 1891. Eastern time.

For Washington, D. C., Baltimore, Philadeiphia and New York, *5:15 a. m. and *9:29 p. m.

For Cumberland, *8:15 a. m. : 11 19, *9:29 p. m.

For Connelisville, 56:49, \$8:18 a. m., 17:10, 14:13 For Connellsville and Uniontown, 8:35 a. m., on

4:13 p. m. For Washington, Fa., 7:20, 58:30, 29:30 a. m., 4:00, 25:30, 7:45 and ill:55 p. m. For Wheeling, 7:20, 58:30, 29:30 a. m.; 4:00, 7:45 and ill:55 p. m. Eor Cincinnati and St. Louis, 7:20 a. m.; 7:45 For Cincinnati, 11-55 p. m. (Saturday only).

For Cincinnati, 11-55 p. m. (Saturday only).

For Columbua, 7:20 a. m., 7:45 and 111:55 p. m.

For Newark, 7:20 a. m., 7:45 and 111:55 p. m.

For Newark, 7:20 a. m., 7:45 and 111:55 p. m.

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

Trains arrive from New York, Philadelphia, Baltimore and Washington, 8:20 a. m., 7:45 p. m.

From Columbus, Cincinnati and Chicago, 8:25 a. m., 8:49, 8:50 p. m.

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

"Daily, 4Daily except Sunday, (Sunday only, Saturday only, 1Daily 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 Smithdeid street.

DITTSBURG AND LAKE ERIE PAH. ROAD
COMPANY - Schedule in effect June 14, 1891, central time-P. & L. E. R. R. Devart-For Cieveland, 4:29, 78:50 a. m., 71:50, 4:29, 79:53 p. m. For Cinclamati, Chicago and St. Louis, 4:30 a. m., 71:50, 79:45 p. m. For Buffalo, 8:50 a. m., 4:20, 79:45 p. m. For Saiamanca, 78:00 a. m., 4:20, 79:45 p. m. For Youngstown and New Castle, 4:30, 78:00, 9:55 a. m., 71:50, 74:20, 79:45 p. m. For Beaver Falls, 4:30, 7:00, 78:00, 9:55 a. m., 71:50, 78:00, 78:50, 78: p. m. P., C. & Y. trains for Mansfield, 7:35 a. m., 12:10, 4:35 p. m. For Espien and Beechmont, 7:35 a. m., P., C. & Y. trains for Manafield, 7:35 a. m., 12:10, 4:36 p. m. For Espien and Beechmont, 7:35 a. m., 4:25 p. m. For Espien and Beechmont, 7:35 a. m., 4:25 p. m. From Beechmont, 7:05, 11:39 a. m., 4:25 p. m. From Beechmont, 7:05, 11:39 a. m., 7:20 p. m. For West New Haven, 78:20, 10:10 a. m., 7:20 p. m. For West Newton, 78:22, 10:10 a. m., 7:20 p. m. For West Newton, 6:15, 7:20 a. m., 7:20 p. m. From West Newton, 6:15, 7:20 a. m., 7:29 p. m. From West Newton, 6:15, 7:20 a. m., 7:29 and Belle Vernon, 78:45, 11:05 a. m., 7:400 p. m. From Belle Vernon, Monongahela City, Elizabeth and McKecsport, 6:29 7:40 a. m., 1:20, 4:06 p. m. Thaily, 78:undays only City tleket office, 5:29 Smithfield street.

City ticket office, 620 smithfield street.

A LLEGHENY VALLEY RAILROAD-ON and after Sunday, June 23, 1921, trains will leave and arrive at Union station, Pittsburg, eastern standard time: Buffalo express leaves at 3:25 e.m., 8:35 p.m. (arriving at Buffalo at 5:45 p.m., and 7:20 s.m., 1: arrives at 7:10 a.m., 5:25 p.m., Oil City and DuBois express—Leaves 8:20a.m., 1:35 p.m.; arrives 1:00. 6:25, 10:00 p.m., East Brady-Leaves at 6:55 a.m., Rittanging—Leaves 9:06 s.m., 2:35, 5:39 p.m.; arrives 5:55, 10:00 s.m., 5:55 p.m., Brachmen-Leaves 4:05, 6:15 p.m.; arrives 2:06 s.m., 7:40 p.m., valley Camp—Leaves 10:15 a.m., 12:05, 2:25, 11:20 p.m., arrives 6:40 a.m., 12:30, 2:15 (1:50 p.m., train size 6:40 a.m., 12:30, 2:15 (1:50 p.m., arrives 6:40 a.m., 12:30, 2:15 (1:50 p.m., arrives 6:40 a.m., 6:25 p.m., 8:20 a.m., 8:45 p.m.; arrives 7:10 a.m., 6:25 p.m., Emienton—Leaves 9:05 a.m., sarrives 9:15 p.m., Kittanning—Leaves 12:40 p.m.; arrives 7:10 p.m. Pullman parlor buffet car on day trains and Pullman sleeping car on night trains between Pittsburg and Buffalo. Ticket offices, No. 110 Fifth avanno and Union station. DAVID M'CARGO, General Ticket Agent.

PITISBURG AND WESTERN BAILWAY-

Mail, Butler, Ciarion, Kane... 6:40 a m Il:20 a m Akren and Eric... 7:30 a m 7:30 p m Butler Accommodation 9:30, a m 3:35 p m New Castle and Butler, 2:00 p m 9:10 a m Chicago Express (daily)... 2:00 p m 11:25 a m Butler and Foxburg... 5:20 p m 7:00 a m First-class fare to Chicago, 810 50. Second class 50. Fullman buflet sleeping car o Chicago daily