And Its Designs Upon Corea, as Shown by Its Several Treaties.

MEANT FOR AN ANNEX TO SIBERIA

Prospects Opening to the Peninsula Through the Projects.

CHINA'S GREAT NEED OF PURE WATER

NEW YORK, Nov. 4.-A letter from Shanghai says: Now that the position held by Corea in the politics of the East, and the deep interest manifested in the future of this peninsula by Great Britain, Russia, China and Japan is beginning to be the principal topic of diplomatic circles in this section of the globe, it may be well to generally consider the treaties which this "Hermit Kingdom" has entered into, and the relative advantages which each of the contending powers hopes to gain by carrying out its present designs upon that country.

Various attempts have been made to open Corea to foreign commerce, but until 1876 all attempts had failed, and at each failure the chances of a future success seemed more distant than at first. Until then foreigners were forbidden to land upon Corean shores, and any person (except a Chinese) found within the jurisdiction of the country was thrown into prison. Some French missionaries who had braved the law of the country and boldly advanced into the native cities were borribly massacred in 1866, and a French expedition sent to chastise the Coreans ascended the Seoul River and attacked several forts, but lost so heavily that the expedition sailed away without having omplished the end aimed at, and having left the Corean soldiers with the impression that the foreigner could not fight, and that the Corean was invincible

Destruction of the Native Forts.

But in 1873 an American squadron under Rear Admiral Rodgers, United States Navy, was dispatched against Corea to avenge the burning of the schooner General Sherman and the subsequent murdering of the crew, and an effective lesson was taught them. This expedition attacked the native forts and completely destroyed them, garrison and all, with but little loss to the attacking torce. Shortly after this affair a Japanese surveying party was fired upon by the Coreans, and a Japanese fleet demanded, as an indemnity, that certain privileges in trade should be granted them. This was the first step toward the opening of the country to foreign intercourse.

The Corean-Japanese treaty of 1876—the first entered into by the Coreans—was concluded on the basis of free trade, only a small amount of tonnage dues on shipping heing payable. In a subsequent convention in 1877 Japan was granted the privilege of opening three coaling stations on the coast; in 1879 the harbors of Gensan, and in 1883 Chemulpo, were thrown open to Japanese commerce, all other nations being excluded from the benefits granted to Japan. In the meantime, China, who has always regarded Corea as a dependency of her empire, began to grow jealous of the increasing influence of Japan, and to counteract this hold of her inveterate enemy encouraged, if not actually instigated, foreign powers to follow in the footsteps of Japan in concluding treaties with this "Hermit Kingdom," and it was with her help that Admiral Shufeldt of our navy led the way and successfully carried through the treaty between the United States and Corea of 1883. Later on Great Britain, Germany, and France successfully negotiated very similar treaties.

Defects of the American Treaty.

The American treaty, ratified by General Lucius Foote (who became the first United States Minister to Corea), did not specify a detailed customs tariff; it merely stated that duties on ordinary goods should not exceed 10 per cent, and on luxuries 30 per cent ad valorem. There is no explanation as to why our representative did not de-mand (and he would have gotten) the same privileges granted the Japanese, namely, free trade; the only conclusion that can be arrived at is that the Coreans were advised not to grant it, and probably by China and Japan. The same may be said concerning the Corean-German and Anglo-Corean treaties. The British and German treaties contain a carefully elaborated customs tariff, and, like our own, also a "favored-nation clause." But what can be the use of the finest commercial treaties imaginable if saddled with a customs tariff, in the face of Japanese free trade?

To offset this disadvantage, the nations concerned combined to make the Coreans change their treaty with Japan and put her on the same level with themselves as to a customs tariff. This was finally achieved. and Japanese products made to pay the same duties as those of other nations. The concession on the part of Japan was certainly of the most vital importance to Corea, because the lion's share of the Corean trade is carried on by Japan. It was, however, not gained until Corea threatened to throw open another splendidly-situated port in the vicinity of Fusan, far superior to that station, which would have been a deathblow to the prosperity of that city. The south coast of Corea abounds in excellent harbors, and one of the best is in a few hours' steaming of Fusan. Any way, the manocuvring on the part of the Corean-Chinese side was sufficient to coerce Japan into agreeing to take the same position as the rest of the treaty powers, i. e., to pay the customs dues.

Corea Tied Up by Treaties. The next treaties concluded by Corea were based upon those entered into with Great Britain and Germany, which two are identical. Therefore any advantage granted to any other country successively con-cluding treaties, hereafter, is also granted to all other treaty powers, in virtue of the "favored-nation" clause now inserted in all treaties. Italy, for instance, has obtained

the privilege of importing vermouth at 10 per cent, while formerly, under the head of "liquor," the same article had to pay 20 per cent, and Eussia brought down the item of seaweed from 71- per cent to 5 per cent, for which Japan has to be thankful, most of the seaweed being imported from Hakodate.

The latest foreign power to conclude a treaty with Corea has been France; therefore, besides China and Japan, the follow-

ing countries have become treaty powers in Corea: Univer States, Great Britain, Russia, Germany. Italy and France.

The conclusion of treaties with foreign powers has doubtless inaugurated a new era of prosperi v and development in this pen-insular kingdom, of which a glance at the receipts from customs dues is ample sufficient to satisfy the most skeptical, and the general desire to have more ports opened to foreign commerce is well justified. China, however, out of pure jealousy against the mighty rivalry of Japan, is fighting hard to prevent the opening of several of the rich norther provinces, whose trade she wishes

to monopolize. Still, the potent influence exerted by Chinese statesmen in Corean affairs has not been able to counteract the encreachments of Russia upon the country. Russia has her representatives continually on the alert to take advantage of every opportunity for furthering her Siberian interests and enlarging her territory in the

far East. Recent Accessions by Russia.

In a quite recent treaty Russia has secured for trade alone the opening of the frontier town of Kiou Lyng, on the Tumen river. From this point as a foothold it will not be many years before Corea is gradually opened to Russian influences and the country as gradually merged into a province of Siberia. By this last trenty a Russian Vice Consul is allowed to reside in and control the affairs of Kiou Lyng, and Russian subjects are to carry on their usual vocations as freely as in any of the ports opened to foreigners, the only modification being that Russia agrees

Avenue, Plitsburg. Go There.

Since I have moved to my new gallery I am making my best cabinet photos for \$1 per dozen. 77 Fifth avenue.

THE HERMIT KINGDOM to pay a duty of 5 per cent ad valorem, while in the ports opened to other powers in common a duty of from 5 to 30 per cent is levied

upon all imported goods.

In addition to this enormous advantage In addition to this enormous advantage gained by Russia over other foreigners, she also gets the concession of a "grazing ground" for her pack animals used in trading between Siberian and Corean cities. This concession amounts virtually to a plot of land upon which Russia can stand as firmly as though at St. Petersburg, and is really but the beginning of a series of military stations which she expects, and seems to confidently intend, to gradually advance by degrees—as opportunities occur—until by degrees—as opportunities occur—until her military lines are so thoroughtly planted in Corea that when the moment arrives for taking decisive action she will have so firmly ingrained herself into the country that the appropriate of Corea to Sibaria will that the annexation of Corea to Siberia will be only child's play, and the efforts of China and England to thwart her will have been

scattered to the winds like chaff. scattered to the winds like chaff.

With the acquisition of Corea Russia will begin an era of development thus far unprecedented in Eastern Asia—a movement from which she has hitherto been prevented by natural causes, namely, the closing of her entire Siberian seaboard during the winter months, and consequent stoppage and standard conference of trade on this account. and stagnation of trade on this account

Reasons for Great Britain's Jealousy. In Corea she will have a magnificent class of open harbors, and these, fed by her projected and now building railroad, will bring the enormous grain, mineral and timber products of Siberia to these parts as an outlet for the markets of the world. With the opening of these places we will see the Russian influence in affairs and commerce in the East paramount, and that which Great Britain now enjoys as rapidly melt away. This Great Britain fully realizes, and hence the reason of her attempts to thwart and counteract all the efforts of Russian representatives in their dealings with the imperial courts of Corea, China and Japan.

The spread of cholera is becoming alarming. Heretofore its attacks have been, with

few exceptions, confined to the Chinese and Japanese, but now its inroads upon the foreign community are becoming very serious. The precautions usually taken by foreigners have generally been sufficient to keep the plague out of the Concession, but this year its arrival has been marked large numbers of deaths already, and people are daily being taken to the overcrowded hospitals for treatment.

Last week the Hongkong Cricket Club arrived to play a game with the Shanghai team, and while the two teams were greeting one another upon the wharf the captain of the Shanghai team was suddenly stricken with cholera and taken to the hospital, where, in great agony, he died soon after-ward. In one instance here an entire family of six persons was swept away within 24 hours. This is a somewhat unusual case, but serves to show the foothold which the urge has gained.

Mortality Due to Bad Water.

Mortality Due to Bad Water.

That the great mortality resulting from cholera is due to the vile water supply of most Chinese and Japanese cities there can be no question. Japan has recognized this factor and is beginning to surmount it, most of her important cities now being supplied with drinking water conducted from the neighboring mountains.

Nagasaki, the city in Japan which has most suffered from cholera, is to open her water works constructed at an expense of more than \$3,000,000, on October 3, the anniversary of the birthday of the Emperor. Hongkong has had for some years the Tytam Water Works, built at a cost of \$2,000,000, besides the numerous reservoirs built or dug out of the mountains for catchbuilt or dug out of the mountains for catching and storing rainwater. To this is very probably due the good health which Hongkong has enjoyed. The sanitary regulations are enforced more strictly in Hongkong than elsewhere in the far East, by reason of its being a Prittel parties of the sanitary and the sanitary colors are sanitary colors and the sanitary colo of its being a British garrison colony and England's principal naval station in this part of the world.

The great advantage resulting from the Hongkog Water Works, so constantly and directly under the view of a large fraction of the Canton population, coming and going between the two near ports, has brought up the question of supplying Canton with a system on a grand scale. At present the water for the Cantonese is drawn from the river and canal, into which is thrown and drained all the refuse discarded by the 2,500,000 Chinese residing within the city limits. This, coupled with the filth and dirtiness of the narrow streets, has caused plagues like cholers to sweep away thou-sands of the inhabitants in a single season, and has brought the subject clearly before the eyes of the ruling Mandarins. Money Obtainable by Squeezing.

The money necessary for the building of the water works can be raised easily by the "squeezing process;" that is, by the Government tax collector forcing from each inhabitant whatever he thinks the subject capable of contributing. The city only a very short time ago adopted a very elaborate system of electric lights, and this is of infinitely less importance than a supply of healthful drinking water. At Soo-Choo, where the cholera has been

particularly dreadful during the summer and bids fair to continue through the fall, the Mandarins are trying to check its rav: ges by dredging out the canals and pond, thus hoping to give the people a supply of running water, where heretofore supply of running water, where heretofore they have been compelled to use that of the semi-stagnant shallow canals and ponds. This measure is a very feeble one, but will cause some improvement in the sanitary condition of the city. Soo-Choo has no water works, and besides the dredging of the canals, which receive the filth of the entire province, no move appears to have been made toward preventing a recurrence

of the plague next spring.
Port Arthur, in Northern China, a city which previously lost a large part of its residents each year through cholera, typhoid fever and other enteric diseases, comparatively free from epidemic diseases. This is solely due to the energetic measures taken by the French a few years ago in building a system of water works and thoroughly cleaning the Chinese part of the

Until the Chinese cities have established a system of pure water-supply, the ravages of cholera and other plagues will increase with each season, and the final uprooting of the unhealthy conditions will become more and more difficult. It is fortunate that the native officials are beginning to recognize this, and are taking measures to sdopt the

Impish Freaks

Impish Freaks

Are those of a disordered liver. But when that organ is thoroughly disciplined with Hostetter's Stomach Bitters, the bile is adequately secreted, diverted from the blood into its proper channel, digestion grows active, the skin and eye balls lose their bilious tinge, pain in the vicinity of the liver ceases, sick headache and nausea depart. The bitters is an incomparable preventive of malaria, rheumatism and kidney complaint.

Talk of the Town. Two large show windows literally packed

Two large show windows literally packed with loose diamonds and also mounted in ear drops, lace pins, hair pins, bracelets, pendants, necklaces, rings and studs.

The clegant display and sale will continue all this week, and I cordially invite the public to examine these fine diamonds on which I pride myself of being the first direct importer in this city. My thanks for the liberal patronage bestowed upon me.

I still continue to superintend the sale personally and assist purchasers in their selection.

Persons so desiring can call now and make their selection for the holidays and have the goods laid away free of charge.

M. J. Smir,

311 Smithfield street,

Opp. New Postoffice.

HENRY TERHEYDEN, No. 530 Smithfield street, is now closing out his fine stock of fancy goods at greatly reduced figures in or-der to make room for new stock. Bisque figures, candelabra, royal Worcester, Bonn and other pottery wares of celebrated man-

cht's New and Only Gallery, 77 Fifth Avenue, Pittsburg. Go There.

MORE NEW TERRITORY

Guffey & Queen's Well on the Wetmore Farm Is a Big Producer.

IT CARRIES THE BELT TO THE WEST. Forest Oil Company Completed a Good Well

on the Shaffer Farm. THE GENERAL PRODUCTION AWAY UP

The greatest surprise the McDonald field has had for some time was devaloped yesterday. This small but prolific territory has had in its brief existence many remarkable features, but one of the most astonishing is W. S.Guffey and Emmet Queen's well on the H. H. Wetmore farm. It reached the pay streak early yesterday morning, and is doing about 35 barrels an hour. Most of the oil is going to waste, as sufficient tankage had not been provided to take care of such an amount of oil as is being produced. The well is located about a mile northeast of the big Mathews well on a 22° line. A 45° line through the Mathews well would probably be 1,500 feet east of the Wetmore well. Less than a mile almost directly north of it are three fair gas wells. They are lo-cated on the John D. Robb, the John Scott, and the Samuel Wetmore farms. The H. H. Wetmore well is just about two miles northwest of Oakdale on an air line. Southwest of it half a mile is a small producer on the Gormley farm, and southeast is the well on the John P. Ewing farm and a little north of west probably a mile is another small producer on the Gormley property.

Has No Outlet Yet. Has No Outlet Yet.

Judging from the wells surrounding it this well is over an isolated pool, as there is scarcely any room for an outlet of a belt, except on a strong 45° line in the southwest. The well is one of the biggest surprises in the field and even the owners had no idea that it would be much of a producer, as evidenced by the fact that they failed to provide much tankage.

Another well that came in yesterday and added materially to the general production was the Forest Oil Company's No. 5 on, the

was the Forest Oil Company's No. 5 on, the Shaffer farm. It was reported last night to be making from 60 to 75 barrels an hour. This well is located in the southwest Mo-Curdy field and is just east of the Moore farm. Sparks & Co.'s No. 1 on the Hughes lot, which is from a part of the Moore farm, was shot with 60 quarts of nitroglycerine yesterday, and was reported last night to be making about 200 barrels a day. It is west of the Shaffer No. 6.

Not Yet Completed. Thd slaughterhouse well of S. J. Fisher & Co. at Oakdale did not reach the pay in the fifth sand last night as expected. There is no well in the field being more closely no well in the field being more closely watched than is this venture. It is half a mile east of anything else, and it has a fair showing in the Gordon sand. Should it prove good in the fifth it will add thousands of dollars to the land in the immediate vicinity of Oakdale, and triple the amount of drilling. The H. H. Wetmore well of Guffey & Queen will increase the settivity to the west as a number of leasewell of Guney & Queen will increase the activity to the west, as a number of lease-holders in that locality stated yesterday that they would commence to operate without delay. Down below McDonald the People's Natural Gas Company expects to get the fifth sand to-day in their No. 1 on the McDonald heirs' property. Their No. 2 on the same heirs' property. Their No. 2, on the same ground, is drilling in the fourth and. W. P. Rend's No. 2, on his own territory, near the Laurel Hill coal mines, is down about 900 feet. His No. 3 is 700 feet deep, and No. 4 is about 300. Davis & Brown's No. 1, on the brickyard lot, is drilling at 1,000 feet, and their No. 2 is down 600 feet. The Lib-

erty Oil Company's No. 1 is due to get the fifth saud this week. It is located in the eastern edge of McDonald borough. Their No. 2 well is also drilling a few feet below the Gordon cond. The Wellsee No. 2, of the Oakdale Oil Company, located 700 feet southwest of Wallace No. 1, is between the fourth and fifth sands. Guckert & Steele's No. 6 Mevey has just been cased and is down 1,300 feet. Their No. 7, on the same farm, is 700 feet; No. 8 at 300 feet; and a rig has just 700 feet; No. 8 at 300 feet; and a rig has just been completed for No. 9 on the Mervey. The Devonian Oil Company expects to complete its No. 2 on the Elliott farm this week, and No. 4 on the Fayall property is getting near the pay streak. Hays & Gartland should complete a well on the Miller farm before Monday.

The Great Production The production of the field yesterday was estimated at 80,000 barrels. This is the estimated at 80,000 barrels. This is the largest production which has yet been announced, although the figures have placed the output at more than this on several occasions. By taking the gauges below and multiplying them by 24 it will be found that the aggregate production is running high in the seventies. If the developments in the McDonald field team on at the present rate the production keep on at the present rate the production of this small but wealthy territory may rival any field which has been discovered.

In the Southwest, There is probably no part of the south-west territory which is attracting as much west territory which is attracting as much attention as that which lies from four to six miles ahead of McDonald on a 45° line. Within this scope of land there are now several wells drilling, and upon the result of these wells depend several fortunes. Some of them are almost completed, and they are being watched with more anxiety than any other ventures between Pittshurg than any other ventures between Pittsburg

and Belmont. Gauges of the Wells.

Gauges of the Wells.

The gauges of the big wells yesterday per hour were as follows: Guffey, Jennings, Murphy & Co.'s No. 1 Matthews, 230; No. 1 Herron, 125; No. 2, Herron, 125; No. 4 Herron, 250; No. 1 Bell, 50; No. 2 Bell, 150; Guffey, Murphy & Galey's No. 1 Elliott, 75; No. 2 Elliott, 120; No. 1 Sam Sturgeon, 60; No. 2 Sam Sturgeon, 250; Oakdale Oil Company's No. 1 Baldwin, 125; No. 1 Sturgeon heirs, 20; No. 2 Sturgeon heirs, 75; No. 1 Wallace, 225. Forst & Greenlee's No. 1 Mevey, 125; No. 3 Mevey, 30; No. 4 Mevey, 145. Hays & Gartland's No. 1 Miller, 40; No. 4 Miller, 25; No. 5 Miller, 50. Royal Gas Company's No. 1 Mary Miller, 40; No. 4 Miller, 25; No. 5 Miller, 50. Royal Gas Company's No. 1 Mary Robb, 25; Devonian' Oil Company's No. 1 Elliott, 209; Woodland Oil Company's No. 1 Gamble, 35. Bowman, Dibert & Co.'s No. 1 Johns, 15. Conklin, Fertig & Co.'s No. 1 Gristy, 15. W. P. Rend's No. 1, 15. Black & Co.'s No. 1, Sauters, 25. Miller, Moyer & Co.'s No. 1, Maggie McDonald, 30. Forest Oil Company's Shaffer, No. 1, 30; No. 3, Shaffer, 20; No. 5, Shaffer, 75. Patterson & Co.'s No. 1, 65. Wheeling Gas Company's No. 1, Cook, 20. Forest Oil Company's No. 1, Etta Glenn, 95. Guckert & Steele's No. 3, Mevey, 150.

Pipe Line Buns.

Pipe Line Runs.

barrels. The National Transit Company's runs were 38,944.23, and their shipments 119,644 barrels.

Yesterday's Features The market was weak and inactive on increasing production at McDonald and ap-

creasing production at McDonald and apprehensions of more to come. December opened at 60½, highest 60½, lowest 59½, close 60. Refined advanced at New York to 6 30@ 8 95. There was no change at other points, daily average runs were 100,516, daily average shipments, 87,061.

OIL CITY, Nov. 4.—Mark**t opened at 59½c; highest, 60½c; lowest, 59½c; closed, 60; sales, 50,000 bbls.: clearances, 444,000 bbls.; shipments, 177,385 bbls., runs, 140,351 bbls.

BRADDORD, Nov. 4.—National Transit certificates opened at 69½c; closed at 59½c; highest, 60½c; lowest, 59½c; clearances, 363,000 bbls.

CLEVELAND, Nov. 3.—Petroleum easy; S. W., 110°, 65°; 74° gasoline, 7c; 80° gasoline, 10c; 63° 110°, 614c: 74° gasoline, 7c; 86° gasoline, 19c: 63°

110°, 6%: 74° gasoline, 7c; 86° gasoline, 10c; 63° naptha, 6%c.
New York, Nov. 3.—Petroleum opened steady, but after the firs: sales became weak under Western selling and declined %c, then recovered %c, and closed steady. Pennsylvania oil, spot, no sales; December option opened at 60%c: highest, 60%c; lowest, 50%c; closing, 60c. Lima oil, no sales; total sales, 45,000 bbls.

CANADA'S UNSTABLE CABINET.

It Is Once More Rearranged to Appease Secretary of State Chapleau.

OTTAWA, Nov. 4.-The Cabinet differences have been arranged and the political crisis is over temporarily. This morning Secretary of State Chapleau, had an interview with the Premier, other Ministers present being Sir John Thompson and

George E. Foster.

The result was that Secretary Chapleau agreed to continue in his present position for a time and to succeed Hon. Edgar Dewdney as Minister of the Interior when the latter retires to become Licutenant Gov-ernor of British Columbia, J. A. Ouimet, ex-Speaker of the House of Commons, will succeed Mr. Chapleau as Secretary of State and A. R. Angers, at present Licutenant Governor of Quebec, will come into the Cabinet as Minister of Agriculture, replacing Senator John Carling.

A Bold Bank Robbery in Oregon.

LA GRANDE, ORE., Nov. 4.-Information received here this morning is that the Farmers' Mortgage and Savings Bank of Summerville, Ore., was entered last night by two masked men, who, at the point of the pistol, compelled the cashier to give up \$4,800 in cash. The robbers, who are yet at liberty, are supposed to be residents of the neighborhood.

The Woman's Home Missionary Society. WASHINGTON, Nov. 4.-To-day was the last of the sessions of the annual meeting of the Woman's Home Missionary Society. All of the old officers were re-elected. It is thought the next meeting of the society will be held in Grand Rapids.

WHEN mind and body are out of sorts, with cold extremities, a yellowness in the skin, costiveness, dull headache, and an infor a bilious attack, springing from a more or less disordered liver. Dr. Jayne's Sana-tive Pills will bring the liver to a healthy condition, and speedily remove all biliary

BLAINE IS HERE. Up the Busy Valley Bristling With Fac

tories. A delightful and healthful location, two railroads, a navigable river, rich fields of coal and gas, elegant water, fretile country, populous, prosperous and refined district, with all the conveniences and comforts of an old community; the largest safe manuan old community; the largest sale manu-facturing works, and numerous minor in-dustries—this is Blaine, on the Mononga-hela river, 22 miles above Pittsburg, where lots are cheaper and investments safer at the present time than anywhere else. Free trains every day to and from the new town. Tickets, maps, price-lists and full particu-lars at 129 Fourth avenue. THE BLAINE LAND IMPROVEMENT CO.

To the Saloon and Private Trade. As the season is now at hand for ale and porter, the Straub Brewing Company take pleasure in announcing to the saloon and private trade that they are prepared to fill private trade that they are prepared to fill all orders promptly. We also claim that our celebrated brands of "Pilsener" and "Munich" lager beer cannot be excelled by any brewers of the States. We guarantee our beer to be four and one-half months old and all our goods are made of the very best quality of hops and malt. Ask the saloon

trade for it or telephone No. 5038. THE STRAUB BREWING CO. Corner Main street and Liberty avenue.

HENRY TERHEYDEN, NO. 530 SMITH-FIELD STREET,

of Fine Jewelry and Dealer in DIAMONDS

Is now selling at the closest figures in order to make room for holiday goods which will arrive about the first of December. Those who are seeking bargains in our line would do well to examine our stock before making their purchases.

Horses and Mules.

The auction sale of the Pittsburg, Alle-gheny and Manchester Traction Company will continue until Friday night; there are 350 head of horses and mules yet remaining to be sold without reserve; no postponement from any cause ARNHEIM LIVE STOCK COMPANY, LIM.

LUPINS, the unequaled cashmeres. This morning we open 20 pieces (50 different shades), regular \$1 quality at 75c a yard. Jos. HORNE & Co.'s

Penn Avenue Stores

Ladies' Rubber Shoes 15c. 2,000 pairs of them. The most wonderful value. These are not clumsy overshoes, but are fine opera rubbers. All sizes and in

THE PEOPLE'S STORE—FIFTH AVENUE,

CAMPBELL & DICK. How the Babies Do Laugh When Mr. Aufrecht takes their picture at 77 Fifth avenue. Cabinets \$1 per dozen.

Save 25c a Yard. Lupins \$1 quality French cashmeres at 75c a yard this morning. 200 pieces. 50 different shades.

JOS. HORNE & Co.'s Penn Avenue Stores. For Comfort.

Breakfast jackets in silk and fancy French flannels, and also fine assortments of lovely tea gowns. PARCELS & JONES.

People Plock to Aufrecht's New Gallery, 77 Fifth avenue. Best cabinets only \$1 per ozen. See them.

The runs of the Southwest Pipe Line Company from the McDonald field yesterday amounted to 62,821.93 barrels. Outside of McDonald their runs were 17,092.84 pleasant. All druggists. 50 cents. Th

Highest of all in Leavening Power.-Latest U. S. Gov't Report.

Yal Baking Powder ABSOLUTELY PURE

IN DEFENSE OF WOODRUFF.

The Ex-State Treasurer's Chief Bookkeepe Explains the Cancelled Scrip.

LITTLE ROCK, Nov. 4 .- The defense began the examination of witnesses in the Woodruff trial to-day, the State having rested its case yesterday. William Reaves testified that Ananias Godbold a farmer, had borrowed an aggregate of \$115,000 from Woodruff, giving notes there-for. Reaves did not know where the nor. Reaves did not know where the money came from. Henry C. Hinton, chief bookkeeper in the State Treasurer's office, gave some interesting testimony in regard to the cancelled scrip over which regard to the cancelled scrip over which there has been so much controversy. He described the method of cancellation and explained how, under certain circumstances the State might redeem the same scrip

J. L. Bay, the bookkeeper employed by Woodruff's bondsmen to investigate his books, was examined in regard to the condition of the books at the time Woodruff turned the office over to the present treasurer. Witness said that if all the cancelled scrip offered by Woodruff and refused by Morrow had been accepted there would have been up defeit would have been no deficit.



ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one. who wishes to try it. Do not accept any substitute.

CALIFORNIA FIG SYRUP CO. SAN FRANCISCO, CAL.

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 January 1st., 1893. For particulars address the undersigned.

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 packages like many of the water dressings, and then charge for the outside appearance instead of charging for the contents of the

WOLFF & RANDOLPH, Philadelphia.

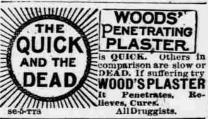
PIK-RON is the name of a paint of which a 25c, bottle

is enough to make six scratched and dulled cherry chairs look like newly finished mahoganies. It will do many other remarkable things which no other paint can do. All retailers sell it.

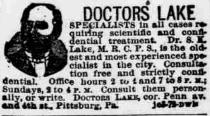
IMPROVEMENT. THE PROMISE OF CURE.—No array of words can give a dyspeptic one half the hope that comes from the relief which always follows the use of Burdock Blood Bitters, and the promise of cure is never broken. "Having suffered from dyspepsia for two or three years, I decided to try B. B., and after taking one bottle I found myself so much better I got another bottle, and after taking that I had no more need of medicine. "MRS. G. C. WHITE, Taberg, N. Y."

Don't pay for daily bread and then groan with dyspepsia when a bottle of B. B. B. will give you relief. Repeated tests with uniform success prove that dyspepsia cannot withstand B. B. B.

"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. HAMILTON, oct-rrssu Lock Haven, Pa."



ES ITCHING PILES



R. MARSTON'S Treatmentfortheeuro of Bevelopment, Kidney and Bladder Dis-eases, Variescele, etc., without atomach medi-cines. No Failures or Relapses. Curr-assured, SEALED TREATISE FREE. MARSTON CO., 18 Park Fluor, New York

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nvenient form to carry in the vest poczet. Price ackage, or 6 for \$5. With every \$5 order we give a ten guarantee to cure or refund the tey. Sent by mail to any address. Circular free tin envelope. Mention this paper. Address, MADRID CHEMICAL CO., Branch Office for U. S. A. 358 Dearborn Street, CHICAGO, ILL.

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Mail, Butler, Clarion, Kane... 6:40 a m 11:20 a m Akron and Erle... 7:35 a m 7:39 p m Butler Accommodation 9:30 a m 3:35 p m New Castle and Butler... 3:05 p m 9:10 a m Chicago Express (daily) 2:00 p m 11:55 a m Edilenople and Butler... 4:25 p m 5:20 a m Butler and Foxburg... 6:39 p m 7:00 a m First-class fare to Chicago. 80 30. Second class 50 50. Fullman butlet sleeping car a Chicago daily

RAILBOADS.

PENNSYLVANIA RAILROAD. HEDULE IN EFFECT 12.01 P. M., JULY 19, 1801 Trains will leave Union Station, Pittsburg. MAIN LINE EASTWARD.

MAIN LINE EASTWARD.

New York & Ghicago Limited of Pullman Vestibule
Cars daily at 7.18 A. M., arriving at Harrisburg at
1.55 P. M., Philadelphia 4.45 P. M., New York 7.09
P. M., Baltimore 4.46 P.M., Washington 5.55 P. M.
Reystone 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.,
Allantic Express daily at 2.20 A. M., arriving at
Harrisburg 9.20 A. M., Philadelphia 12.16 P. M.,
New York 2.00 P. M., Baltimore 12.00 P. M., Washington 1.03 P. M.,
Barrisburg Accommodation daily, except Sunday,
5.25 A. N., arriving at Harrisburg 2.50 Ps M.
Day Express daily at 8.00 A. M., arriving at Harrisburg 1.20 P. M., Philadelphia 6.50 P. M., Mev
York 9.35 P. M., Baltimore 6.45 P. M., Washington 8.15 P. M.
Mail Express daily at 12.50 P. M., arriving at Harrisburg 10.00 P. M., connecting at Harrisburg 1.00 P. M., Baltimore 6.45 P. M., Washington 8.15 P. M.
Mail Express daily at 12.50 P. M., arriving at Harrisburg 10.00 P. M., connecting at Harrisburg 10.00 P. M., Express

New York City.

Johnstown Accor., except Sunday, 2.0 P. M.
Greensburg Accom., 11.15 P.M. week-days, 10.35
P.M. Sundays. Greensburg Express 5.16 P. M.
except Sunday. Derry Express 11.00 A. Z., exexcept Sunday. Derry Express 11.90 A. M., except Sunday.

Wall Accom. 6,00, 7.30, 9.09, 10.30 A. M., 12.15, 2.00,
3.20, 4.55, 5.40, 6.55, 7.40, 9.40 P. M., week-days,
and 12.10 A. M. (except Monday). Sunday, 10.30

A. M., 12.25, 2.30, 5.30, 7.30 and 9.40 P. M.

Wilkinsburg Accom. 8.10, 6.00, 7.30 A. M., 12.01,
4.00, 4.35, 5.20, 5.30, 5.30, 5.10, 10.12 and 11.40 P. M.

Sunday, 1.30 and 9.15 P. M.

Braddock Accom., 4.50, 6.35, 7.40, 10, 2.50, 11.15 L.

M., 12.30, 1.35, 2.50, 4.10, 6.00, 6.25, 7.30, 5.25, 9.00

and 10.44 P. M. week days. Sunday, 5.35 A. M.

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

ON AND AFTER MAY 25th, 1891. ON AND AFTER MAY 25th, 1891.

For Monongahela City, West Brownsville, as U. Jontown 10, 40 A. M. For Monongahela Cl and West Brownsville 7, 25 and 10, 40 A. M., at 4,50 P. M. On Sundary, 8,55 A. M. and 1,04 P. M. For Monongahela City only, 1,01 and 5,50 P. 1 week-days, Dravosburg Account, 5,60 A. M. at 3,20 P. M. week-days, West Elizabeth Accor 5,55 A. M., 4,15, 5,30, and 11,35 P. M. Sunday, 9, P. M.

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

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 Ticket Offices—No. 106 Fifth Arenue, corner Fourth Avenue and Try Street, and Union Station.

CHAS. E. PUGH,

Gen'l Pass'r Agent.

From Pittsburgh Union Station. ennsylvania Lines. Trains Eun by Central Time.

Northwest System-Fort Wayne Route Dupart for Chicago, points intermediate and beyond: %3.55 a.m., *7.10 a.m., *12.20 p.m., *1.00 p.m., *8.55 DEPART for Chicago, points intermediate and beyond:

9.55 p. m., 97.10 a.m., *12.20 p.m., *1.00 p.m., *9.55 p. m., 111.20 p. m. Arrive from same points: *12.55 a.m., *12.40 a.m., *6.35 a.m., *6.00 p. m., *6.35 a.m., *6.00 p. m., Depart for Toledo, points intermediate and beyond:

97.10 a.m., *12.20 p. m., *1.00 p. m., 111.20 p. m. Arrive from same points: \$12.40 a.m., *6.35 a.m., *6.00 p. m., *8.50 p. m.

Dirart for Cleveland, points intermediate and beyond: \$6.10 a.m., *7.10 a.m., \$12.45 p.m., *11.85 p.m., *6.00 p. m., \$7.10 a.m., \$12.45 p.m., *21.15 p. m., *6.00 p. m., \$7.00 p. m.

Dirart for New Castle, Eric, Youngstown, Ashtabula, points intermediate and beyond: \$7.20 a.m., \$10.15 p. m.

Dirart for New Castle, Jamestown, Youngstown and Niles, \$2.45 p.m. Arrive from same points: \$1.25 p.m., \$10.15 p.m.

Dirart for Youngstown, *12.20 p.m. Arrive from \$1.20 p.

19.19 a.m.
DEPART for Youngstown, *12.20 p.m. Azzivz from
Youngstown *6.50 p.m. Southwest System-Pau Handle Route

Southwest System-Pan Handle Route
Darakt 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. Analys from same
points: "1.05 a.m., "6.00 a.m., "5.55 p.m.

Darakt for Columbus, Chicago, points intermediate
and beyond: "2.10 a.m., †12.05 p.m. Assays from
same points: "1.05 a.m., †3.05 p.m.

Darakt for Washington, †6.15 a.m., †8.35 a.m.,
†1.55 p.m., †4.30 p.m., †4.59 p.m., †4.50 p.m. Arakys
from Washington, †6.55 a.m., †7.00 a.m., †8.50 a.m.,
†10.25 a.m., †2.35 p.m., †6.25 p.m.

Darakt for Wheeling, †7.00 a.m., †12.05 n.s.,
†2.45 p. m., †6.10 p. m. Arakys from Wheeling,
†2.55 p. m., †6.00 p. m. Arakys from Wheeling,
†2.55 p. m., †6.00 p. m. Arakys from Wheeling,
†2.55 p. m., †6.00 p. m. Arakys from Wheeling,

12.45 p. m., 16.10 p. m. Arrive from Wheeling, 16.45 a. m., 16.05 p. m., 16.55 p. m., 11.05 a. m.
PULLMAN SLIMPING CARS AND PULLMAN DINING CARS run through, East and West, on principal trains of both Systems.

Time Taxins of Through and Local Accommodation 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 Penasylvania Lines West of Pittsburgh.

Pasing terms of the Penasylvania Lines West of Pittsburgh. ODEID, TEX Sunday, Ex. Saturday, TRy. Monda?,
JOSEPH WOOD, E. A. FORD,
General Hanger. General Passenger Lynn,

PITTSBURG AND LAKE ERIE RAH.80AD COMPANY-Schedule in effect June 14, 1391, central time-P. & L. E. R. R.—Depart-For Cleveland, 4:30, "5:00 a. m., "1:50, 4:20, "9:45 p. m. For Cincinnati, Chicago and St. Louis, 4:30 a. m., "1:50, "9:45 p. m. For Cincinnati, Chicago and St. Louis, 4:30 a. m., 4:20, "9:45 p. m. For Salamanca, "8:00 a. m., "1:50, "9:46 p. m. For Salamanca, "8:00 a. m., "1:50, "9:46 p. m. For Youngstown and New Castle, 4:30, 7:50, 9:55 a. m., "1:50, "4:20, "9:45 p. m. For Beaver Falis, 4:30, 7:00, "8:00, 9:55 a. m., 12:30, 3:30, 4:20, 5:30, "4:20, 5:30, "4:20, 5:30, "4:20, 5:30, "4:20, 5:30, "4:20, 5:30, "4:20, 5:30, "4:30, 5:30, "4:30, 5:30, "4:30, 5:30, "4:30, 5:30, "4:30, 5:30, "4:30, 5:30, "4:30, 5:30, "4:30, 5:30, "4:30, 5:30, "5:30, 13:30, 4:35, 5:30, "4:30, 5:30, "5:30, 13:30, 4:35, 5:30, "5:30, 13:30, 4:35, 5:30, "5:30, 13:30, 4:35, 5:30, "5:30, 13:30, 4:35, 5:30, "5:30, 13:30, 4:35, 5:30, "5:30, 13:30, 4:35, 5:30, "5:30, 13:30 140, *7:50, 10.65 p. m. From Beave. Falls. 5:20, 6:40, 7:20, *10:00 a. m., *12:30, 1:20, 5:40, 7:50, 10:00

P., C. & Y. trains for Mansfield, 7:35 a. m., 12:10, 4:35 p. m. For Esplen and Beechmont, 7:35 a. m., 4:35 p. m.
P., C. & Y. trains from Mansfield, 7:05 a. m., 4:35 p. m.
P., C. & Y. trains from Mansfield, 7:05, 11:39 a. m.
P., McK. & Y. R. R. — Depart—For New Haven, 9:20, 10:10 a. m., 2:30 p. m. For West Newton, 8:23, 10:10 a. m., 2:30 p. m. For West Newton, 8:23, 10:10 a. m., 2:30 p. m.
ARRIVE—From New Haven, 9:30 a. m., 5:20 p. m.
For McKeesport, Elizabeth, Monongabels City and Belle Vernon, 6:45, 11:30 a. m., 4:20 p. m.
From Belle Vernon, Monongabels City, Elizabeth and McKeesport, 6:12 7:46 a. m., 1:20, 4:65 p. m.
Daily. "Sundays only" City ticket office, 639 gmithfield street.

time.

For Washington, D. C., Baltimore, Philadel-phia and New York, %:15 a. m. and %:20 p. m. For Cumberland, %:15 a. m., #1 10, %:20 p. m. For Connelisville, #5:40, #5:15 a. m., #1:10, #4:15 nd 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 Sunday only.

For Mt. Pleasant, 35:40 and 35:15 a. m., 41:10 and 35:15 p. m.

For Washington, Pa., 7:20, 58:30, 49:30 a. m., 40:00, 25:30, 7:45 and 111:35 p. m.

For Wheeling, 7:20, 58:30, 49:30 a. m.; 40:00, 7:45 and 111:35 p. m.

For Checinnati, 11:55 p. m. (Saturday only).

For Columbus, 7:20 a. m., 17:45 and 111:35 p. m.

For Columbus, 7:20 a. m., 17:45 and 111:35 p. m.

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

Trains arrive from New York, Philadelphia, Baltimore and Washington, 4:20 a. m., 7:35 p. m.

From Columbus, Cincinnati and Chicago, 3:25 a. m., 3:50 p. m.

From Columbus, Cincinnati and Chicago, 3:25 a. m., 4:40, 7:50 p. m.

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

Daily, 1Daily except Sanday, Sunday only.

Saturday only. Daily except Saturday.

The Pitaburg 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 520 Smithdeld street.

J. T. ODELL, Chas. O. SCULL,

J. T. ODELL, General Manager. General Manager.

Gen. Pass. Agent.

A LLEGHENY VALLEY RAILROAD—ON A and after Sunday, June 28, 1821, trains will leave and arrive at Union station, Pittsburg, eastern standard time: Buffalo express leaves at 2:3 a. m., 8:45 p. m. (arriving at Buffalo at 5:46 p. m. and 7:20 a. m.): arrives at 7:10 s. m., 6:25 p. m. (Pittsburg, eastern 2:20 a. m.): arrives at 7:10 s. m., 6:25 p. m. (Pittsburg, eastern 2:20 a. m.): arrives at 7:10 s. m., 6:25 p. m. (Pittsburg, eastern 2:20 a. m., 2:20 a. m., 1:20 p. m.; arrives 8:55, 10:00 a. m., 5:36 p. m.; arrives at 6:35 a. m. Eltanning—Leaves 9:06 a. m., 7:40 p. m. valley Camp—Leaves 10:18 a. m., 12:05, 7:25, 11:30 p. m.; arrives 6:50 a. m., 12:20, 2:15 in 20 p. m.; arrives 6:50 a. m., 12:20, 2:15 in 20 p. m.; arrives 6:50 a. m., 2:20 p. m.; arrives 2:25 p. m.; arrives 2:25 p. m. Emienton—Leaves 9:30 a. m.; arrives 9:15 p. m. Emienton—Leaves 9:30 p. m.; arrives 9:15 p. m. Emienton—Leaves 9:30 p. m.; arrives 9:15 p. m. Bracburn—Leaves 9:30 p. m.; arrives 7:10 p. m. Pullman parlor buffet car on day trains and Pullman siceping car on night trains between Pittsburg and Buffalo, Ticket offices, No. 110 Pitth avenue and Union station. DAVID M CARGO, Genera Superintendent. JAMES P. ANDERSON, General Ticket Agent.

DITISBURG AND CASTLE SHANNON R. R Summer Time Table. On and after June 1891, until further notice, trains will run as I lows on every day, except Sunday. Estandard time: Leaving Pittsburg-6:28 a m, 712

a m standard time: Leaving Pittaburg—6:28 a m, 7:15 p m 8:50 a m, 9:25 a m, 11:20 a m, 1:45 p m, 2:55 p m etto p m 5:55 p m, 6:30 p m, 9:30 p p m, 11:30 p m a m Arington—5:04 a m, 6:30 p m, 9:30 p p m, 11:30 g m a m a m 10:25 a m 1:50 p m, 2:40 p m, 4:20 p m 5:50 p m, 6:30 a m p m, 5:30 a m p m, 10:30 p m, 10:30 p m, 2:40 p m, 2:50 p m, 5:50 p m, 2:50 p