OIL GOING TO WASTE,

## LOSSES.

Dollars Kept Out of Steamboatmen's

Pockets by Low Water.

Freight Shippers Begin to Grow Anxious for Cheap River Rates.

EIGHT WEEKS SINCE A BOAT WENT OUT

For eight long weeks Water street has been shrouded with an occasional fog and continued apathy. It is just that length of time since a lower river boat has left port and passed through Davis Island dam. To those unacquainted with the river and packet business, it never enters their mind what a vast amount of inconvenience and financial loss is brought about by the scarcity of water in the channel and a general suspension of river trade. Rainmaker Melbourne would be welcomed by river and coal shippers if he would shift his operations from the grain-growing districts and hie himself up to the headwaters of the Monongahela and Cheat rivers. There he could find altitudinous heights on the crested peaks of mountainous West Virginia, and, by his artificial relations with Jupiter Pluvius, bring about a new era in river trade. The uncertainty of a rise is as speculative as drawing a capital prize in a lottery or picking the winner in a sprinting match.

High Water Means Bread and Butter. There are hundreds and hundreds of men who look to a boating stage for a livelihood, and this depression can be imagined when the daily report is posted to the effect that water is "four feet and falling." Look at the captains, mates, deck hands, barre ward men and roustabouts who are thrown out of a job. Also take into consideration the coal men, boat owners, river supply companies, all of which depend entirely on a big river from which to derive benefits in their particular line of business. In the terms of a pool seller, who has been selling on a sure thing, the books are closed on the river front. Of course, the river man who own mines on the line of a railroad can get his coal out by means of the rail facilities, but the river shipper, like Bre'r Fox, has to "wait, lay low and say nuffia". To go into a statistical dissertation on the losses, number of men made idle, amount of coal tied up and other teatures incidental to the trade would be tedious, both to a poor statistician and the reader. However, it is safe to say that on all of these matters there is a decrease of

75 per cent in the general business. What becomes of all the men who run on the river for a living is a question which necessarily arises during a tie-up. There are thousands of them. In the barge yards and sidings along the Monongahela fully 1,800 men are employed during high water, but when winter comes on they are compelled to jump out and do something outside of their regular river vocation.

### Have to Hustle for Outside Work. This holds good in the case of engineers

firemen, deckhands and roustabouts. Many of these work in the mills, while those who have a knowledge of machinery run station ary engines, or perform some other work about a manufacturing establishment. Many of the deck hands are old lake sail-Many of the deck hands are old take sal-ors, and are acquainted with work about the rigging of a ship of schooner. In this they are lucky, as their usefulness is acceptable in the oil fields in putting up rigs and work about the high derricks. The lake season closes in October, which causes an influx of sailors to the river towns until it opens again in May. As to the roustabout who wearily and sleepily awaits "under the bridge" for the coming of a rise, he is of a hibernating nature. Driven by the pangs of hunger and the scarcity of free lunch he wanders out into the country at this season of the year and becomes the hireling of a farmer who wants good and efficient corn huskers After the corn is all in he hangs about doing general work, but when the sky clouds up in the spring his mind instinct-ively tells him that a freshet is about due and he makes tracks for the city and his river baunts. Many Southern negroes are left up North when the low water comes. big rise is the occasion of this ever happy "river rat" boiling over with joy as he sings and thinks of "that yaller girl of mine on the Louisiana line when the Lee The captains and pilots are usually employed on a yearly salary.

## Freight Shippers Are Fretting.

Freight shippers also take the low water to heart, as it touches their purses to ship by rail. River rates from New Orleans, Cairo, Memphis, Louisville and Cincinnati are over 50 per cent cheaper than by rail, and in many cases more prompt in delivery. The roads are so heavily burdened that cars are scarce, tracks blockaded and other har riers which make the river more preferable in some cases. The demand for coal in Louisville and other Southern points is enormous just at present and the price is away up. "Coal will be coal in big letters away up. "Coal will be coal in big letters this winter," said John O'Neil, of O'Neil & Sons. The strike at the railroad mines during the last two months has made a famine at all the manufacturing towns in the South as well as for family purposes. In the three years just ended the packet busi-ness has wonderfully picked up compared with the preceding six.

The pool boats have had lots to do, and as they act as feeders for the lower boats, busihas been kept uniform. There is, though, at present a most painful ennul pervading the coal offices, boatstores, ship ping barges and everywhere on the river front from the Smithheld street bridge to

## CLOSING NAVIGATION.

### Railroads Urging Freight Agents to Be Prompt With Shipments.

lakes will be closed, and the railroads are reaching it. very active at present trying to clear up the business. Statistics about the iron ore output for the season are not at hand, but railway men think the shipments to Pittsburg will be as large as in former years. The shut down of the furnaces in the Mahoning and Shenango valleys will no doubt affect the totals, and reduce the ship-

ments over last season The Lake Erie road has issued a circular calling attention of agents to the near close of navigation and urging that there be of navigation and urging that there be no unnecessary delays in forwarding freight. The Lake Superior Transit Company shut up shop November 5, and the Ogdensburg Transportation Company stopped running on the 7th. Other companies are scheduled to quit for the winter as follows: Lackawanna Transportation Company, November 16; Saginaw and Bay City Steamer and Grummond's line. November 18, and the Northern Steam ship Company, November 20. The latter line is controlled by the Great Northern road, and they use six steamers to carry their freight. The local agent reports that she traffic during reports that the traffic during the season was first class, and 1891 will go down into history as one of the good years on the lakes.

No cure, no pay, is the motto of Salva tion Oil, because it cures every time. Only

### The "Asia and Australia" Special Correspondence for 1892,

Covering as it does an almost wholly field, will take precedence over all other special services in the leading newspapers of the United States.

In masterly style and power of graphic description Dr. Petty stands unrivaled, and during the coming year his weekly letters will be looked for engerly by thousands of readers throughout the country.

### BOOKS RECEIVED FOR THE WEEK.

"White Slaves, or the Oppr the Worthy Poor," by Rev. Lewis Albert Bank, D. D., author of "The People's Christ." Lee & Shepard publishers, Weldin, Pittsburg; price, \$1 50. The Rev. Dr. Banks has made a personal investigation into the homes of the poorer classes, and in WHERE THE ROUSTABOUTS WINTER this book the results are given. The larger part of the matter contained in its pages was originally delivered in a series of discourses from the pulpit of St. John's M. E. Church, South Boston. This work is illustrated from photographs taken by the author. The facts given are such as to startle

> "Drift From the Sea of Life," illustrated by C. McKnight Smith. Published by Frederick A. Stokes & Ca.; J. R. Weldin, Pittsburg; price, \$2 50. This is also a gift book, with elaborate illustrations in tones book, with elaborate illustrations in tones of gray and brown. The verses, which breathe of the sea, are selected from well-known poets, such as Swinburne, Arnold, Longfellow Mrs. Southey and others.
>
> "The Brownie Paper Dolls." Publisher, Frederick A. Stokes & Co., New York;

> Weldin, Pittsburg; price 75 cents. These paper dolls are intended to be cut out in the usual way, so familiar to children. The first cut in the book represents the Brownie complete, showing the face as well as the entire figure, and this is of course the figure on which all the various costumes in the ok are to be placed. "An Old Sweetheart of Mine," by James

"An Old Sweetheart of Mine, by James Whiteomb Riley. Publishers. Bowen, Merrill & Co., Indianapolis, Ind.; Weldin & Co., Pittsburg. This poem is gotten up in the form of a gift book, very prettily illustrated in colors. Mr. Reilly is so well-known in Pittsburg that it is hardly necessions. sary to comment upon his writings. Suffice it to say that this little poem is full of beauty, with that underlying vein of teaderness which characterizes so much of his poetry. It would be a very suitable Christmas remembrance. It is, indeed, so bright that we give some of the verses:

As one who cons at evening o'er an album all alone
And muses on the faces of the friends that he has known,
So I turn the leaves of fancy, till in shadowy design
I find the smiling features of an old sweetheart of mine.

The lamplight seems to glimmer with a flicker of surprise, As I turn it low to rest me of the dazzle in my cyes:
And I light my pipe in silence, save a sigh
that seems to yoke
Its fate with my tobacco and to vanish into

Tisa fragrant retrospection, for the loving thoughts that start
Into being are like perfumes from the blossom of the heart;
And to dream the old dreams over is a luxury divine,
When my truant fancies wander with that old sweetheart of mine.

Though I hear beneath my study like a fluttering of wings.

The voices of my children and the mother as she sings;
I feel no twinge of conscience to deny me any theme, When care has cast her anchor in the harbor of a dream.

And again I feel the pressure of the slender little hand.

As we used to talk together of the future we had planned;

When I should be a poet, and with nothing else to de

But write the tender verses that she set the

When we should live together in a cozy little cot, Hid in a nest of roses, with a fairy garden spot. Where the vines were ever fruited, and the weather ever fine,
And the birds were ever singing for that old
sweetheart of mine.

But, ah, my dream is broken by a step upon the stair, And the door is softly opened and my wife And the door is softly opened and my wife is standing there.

Yet, with eagerness and rapture, all my visions I resign—

To greet the living presence of that old sweetheart of mine.

## THE SHORTEST BANKER.

## A Prominent Somerset County Dwart Who

Robert Philson, of Berlin, the shortest banker in the State, registered at the St. Charles Hotel yesterday. He is not any taller than Major Potter, of the midge company which recently visited Pittsburg Mr. Philson is married to a woman of the average height of females, and his child, 4 years old, is almost as large as himself. Though short in stature, he is not lacking in brains, and he is considered one of the shrewdest financiers in Somerset county.

He does not come from a race of dwarfs, but several of his brothers are under the normal size of men. Mr. Philson always has a good deal of fun with the newsies when he comes to Pittsburg. A crowd of the youngsters tollow him around, sometimes much to his annoyance.

He has had large offers from

He has had large offers from circus and museum managers, but he is not that kind of a dwar!. He has made money, and can conduct his business as well, if not better, than the average six-footer.

## CALIFORNIA.

## The Country of Delightful Winters.

California is the most attractive and de-lightful 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 San Diego. This is a feature not offered by any other line. Write to Charles T. Apple-by, Traveiing Passenger Agent, Room 303, Bank of Commerce Building, Pittsburg, Pa., if you desire any further information as to In a few more weeks navigation on the the country and the accommodations for

> 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 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.

## FREE TRAINS TO-MORROW

To and From the New Town of Blaine Get tickets, maps, price lists of lots and full particulars at 129 Fourth ave. THE BLAINE LAND IMPROVEMENT CO

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

Who Can Make 84 Easier Than by going up a few steps and get 12 finest cabinet photos for \$1, equal to any in Pennsylvania, at Aufrecht's new gallery,

B. & B. Wish the center dress goods department always could get such nice dress goods as the new striped suitings, to sell at 45 cents; opened to-day.

BOGGS & BUHL.

Usn O'Keefe's "O. K." Shoe Blacking, 5

## AVOIDING THE SMOKE

Another Contrivance Intended to Prevent Its Generation.

MILLIONS CAN BE SAVED IN FUEL

There Is No Further Necessity for Belching Locomotives.

AN EXPLANATION OF THE NEW PROCESS

Pittsburg is going back to the use of coal rapidly, and when the pressure from the natural gas veins gives out, coal may again take its old-time place. Petroleum is cheaper than furniture, which the people of Cincinnati once burned during a coal famine; but it is too dear for general use, and coal after natural gas is the only fuel that recommends itself, commercially speaking. But it is said that 90 per cent of the value of coal is lost by ordinary methods of burning it under stationary boilers and 95 per cent in locomotive boilers. Of course such waste is criminal, if it can be avoided, and that it can, at least to a great extent, there now remains no doubt whatever. In the old-fashioned grate so much loved in Pittsburg, where coal has always been cheap, the waste is enormous and the public has caught on to the fact of late to a considerable ex-

Among the appliances to reduce this raste, and at the same time render the air clear and save dirt and render towns comparatively pleasant places of abode, the pro-cess of W. C. Thayer, of New York, is now being introduced in this city. It is not, strictly speaking, a smoke consumer, for Mr. Thaver says smoke once made cannot be consumed with any degree of heat you can get in an ordinary furnace, but it is an arrangement by which, it is claimed, the volatile combustible matter in coal is utilized and not allowed to make smoke.

No Smoke Is Generated. This passes off as smoke, because it has no oxygen with which it can unite to produce combustion, and the object of Mr. Thayer's apparatus is to prevent this and introduce oxyen in a highly heated state,

and by combining the oxygen and hydrogen not only prevent the formation of smoke, but make it do its perfect work. Hydrogen has a strong affinity for the sulphur in the coal and the oxygen in the steam unites with the carbon and all are made to do their perfect work. The heat units in a poun of coal are, of carbon 14,000, volatile con bustible matter 22,000, and hydrogen 63,000
Thus it will readily be understood what i
gained by getting the full work out of eacl
This furnace is a water gas furnace, wit this difference from the ordinary one, the Thaver works continuously. In the ord nary water gas furnace the mass of coal i the grate is blown to a white heat, whe steam is turned on and oil is added to give it the illuminating power. The Thaver pro-cess is continuous; the superheated stea and air blast passing from the bottom throug the whole mass, form carbonic acid gas in

passes off as smoke, and this volatile conbustible matter is converted into fuel. Coal Will Cost Less Than Gas, The Thaver process has been tried, and, i is claimed, successfully, on stationary and locomotive boilers, on tugs and in smeltin furnaces, where great and uniform heat is desideratum. As nothing but pure her comes from this process, maintainin an even temperature, great expansivener or contraction is avoided the boiler

stead of carbonic oxide, which ordinari

ence the maximum capacity of the boiler But the result claimed that will be appre ciated by all, whether aesthetic or gross material, is that coal can be burned economically that its cost is but little mor than that of natural gas under the most favo making gas the amount of coal necessary make 8,000 cubic feet, will in the mode water-gas plants make 80,000 cubic feet, in creasing the value of a ton of coal for power 900 per cent, to say nothing of the saving of oap and the temper of the ladies, who canno be expected to retain sweetness of temper. when scrubbing without ceasing, as well as prayer, is a condition precedent to standing

in society.

To understand the length and breadth of To understand the length and breadth of the importance of such saving, it should be considered that Pittsburg, when deprived of natural gas, will burn in the present wasteful way, if not remedied, 30,000 tons of coal per day and probably considerable more; but putting it at 30,000, 27,000 tons are absolutely wasted, worth, at the low rate of 5 cents per bushel delivered, \$36,000, or in round numbers \$10,000,000 a year. The saving would add not only greatly to the earnings of manufacturers, but in the case of poor people it would make better food and more money in the savings banks food and more money in the savings banks in addition to a saving of soap and an in

crease of comfort. The Thayer service, it is announced, will be tried by several of our leading manu-factories within a few weeks.

Scored One Victory Anyhow. It was discovered yesterday morning that Abraham Faust, a Straightout, defeated D. B. Oliver for delegate in the Forty-second Senatorial district. This was the only vic-

tory the third party won. The total vote on the District Attorneyship was Burleigh, 26,270; Porter, 19,395. Prothonotary, Bradley, 39,931; H. E. Cole, 463. Winter Opening

Paris pattern hats, bonnets and toques, Jos. HORNE & Co.'s

New cheviotte all-wool striped suitings, 45 cents, at center dress goods department. adjoining dress trimmings, that will pro-BOGGS & BUHL

USE O'Keefe's "O. K." Shoe Blacking, 5

OWING TO A LACK OF TANKAGE AND THE DRILL'S WORK.

The Production of the McDonald Field at Standstill - The Governor Campbell Gusher Falls Off Since the Election of

McKinley-Gauges of the Wells. The production of the McDonald field vesterday was on a standstill. The thing most generally commented on was the amount of oil that has been running to

waste. It has been estimated all the way from 5,000 to 20,000 barrels a day. This great loss can only be attributed to lack of tankage and the continuous pushing of the drill. As long as this state of affairs exists the loss will continue, and the sooner operators will delay work the sooner

the pipe line company will be able to take care of the enormous production.

The only feature of more than ordinary The only feature of more than ordinary importance developed in the field to-day was the drilling deeper of the W. S. Guffey & Queen well, on the Wetmore farm, northwest of the McDonald field proper. The first indications of the well when the drill penetrated the sand were that of a gusher, or, as the owners styled it, "a Matthews No. 2." The owners were so confident of the well being a hummer that they christened it Governor Campbell. It is hardly fair to think that McKinley's majority had anything to do with the later actions of the well. They started to drill it deeper to-day, and when three feet in the sand the drill dropped through, and the most that can be expected of it is a light producer.

of it is a light producer.

The Hazelwood Oil Company's well on the Adams ten-acre lease is ten feet in the sand and making 50 barrels a day.

R. W. Evans & Co have scored a dry hole on their 14-acre purchase of a part

of the Ewing farm.

The Forest Oil Company's No. 1 on the
J. M. Glenn farm got the sand Saturday
night and started to flow at the rate of 250 barrels an hour, but to-day had declined to 150 barrels an hour. Their R. W. Glenn No. 1 got the sand yesterday afternoon and is making 75 barrels an hour. The same company's No. 3 Herron is 11 feet in the sand and making 30 barrels an hour. No. 1 Etta Glenn is making 150 barrels an hour. The same company's Shaffer No. 5, in the McCurdy end of the field, had declined yes-

terday from 75 to 20 barrels an hour.

Preston & Holmes got the sand at their No. 2, on the Ewing farm, yesterday after-noon, and it was spraying nicely last night. The Pittsburg Oil Company's well, on the Reed farm, is through the Gordon sand with a good show of oil. They are going on down

The following are the gauges of the larger wells in the McDonald pool:

•			Pe
1	Wells,	No.	hour
_	Mathews	1	23
-	Herron	1	11
	merron		11
8	Herron		25
	Bell	1	4
	Dell		10
	Baldwin	1	6
8	Elliott	i	6
0	Elliott	3	7
S	Wallace	1	12
	Etta Glenn	i i	14
	Morgan heirs	i	
	S:argeon	· · · · · · · i	4
	Sturgeon	9	21
	Forst & Greenlee	1	10
a	Forst & Greenlee		3
ij	Forst & Greenlee	4	18
9	Forst & Greenlee	6	, 1
	Sturgeon beirs	i	* 1
	Sturgeon heirs	3	14
	Miller	······	3
1	Miller		3
	Miller		1
	M. Robb		2
1	Finnegan & Downing	····· i	13
ı	Hoffman & Co	2	ិខ្ម
3	Gamble		3
3	Rend	····· i	1
	Conkle & Co		î
	Block & Co	····· i	9
Ì	Miller & Co		ĩ
Į.	Shaffer		9
1	Shaffer		- 5
d	Shaffer	5	3
3	Patterson & Co	1	4
1	Cook lot		1
1	Mevey		6
j	Kelso		15
1	Mertz		6
ı	Moore		ĭ
j	Whetmore		3
1	J. M. Glenn	1	11
4	Estimated producti	on	75.00
1	THE PROPERTY OF THE PARTY OF TH	· · · · · · · · · · · · · · · · · · ·	

Testerday's Market Features. Considerable business was transacted, and

Considerable business was transacted, and the tone stronger on the appearance of some buying orders. Sellers were conservative. The opening and lowest for December was 574. The highest and closing was 58, showing a gain of \(^3\)\cope for the day. Refined was quoted: New York, 6.20\(^3\)6.35c; London, 5\(^4\)d. Antwerp, 15\(^4\)f. Daily average runs, 121,022; daily average shipments, 77,609.

OH. CITY, Nov. 9.—National Transit certificates opened at 57\(^4\)c; close int 57\(^4\)c; closed int 57\(^4\)c; closed at 58\(^6\)c; lowest; 57\(^6\)c; closed at 58\(^6\)c; lowest; 100, 57\(^6\)d. BRADFORD, Nov. 9.—National Transit certificates opened at 57\(^6\)c; closed at 58\(^6\)c; highest at 53\(^6\)c; lowest at 57\(^6\)c; closed at 58\(^6\)c; highest at 53\(^6\)c; lowest at 57\(^6\)c; closed at 58\(^6\)c; highest at 53\(^6\)c; lowest at 57\(^6\)c; closed at 58\(^6\)c; highest at 53\(^6\)c; lowest at 57\(^6\)c; closed at 58\(^6\)c; highest at 53\(^6\)c; lowest at 57\(^6\)c; closed at 58\(^6\)c; highest at 53\(^6\)c; lowest at 57\(^6\)c; closed at 58\(^6\)c; highest at 53\(^6\)c; lowest at 57\(^6\)c; closed at 58\(^6\)c; highest at 53\(^6\)c; closed at 58\(^6\)c; highest at 5

CLEVELAND, Nov. 9.—Petroleum quiet; S. W., 110°, 6',c; 74° gasoline, 7c; 86° gasoline, 10c; 63°

not, 5%; 74° gasoline, 7c; 86° gasoline, 10c; 63° naphtha. 6%c

New York, Nov. 2.—Petroleum opened steady and advanced %c on a few buying orders from the West, closing firm: Pennsylvania oil, spot sales, none; December option opening, 57%c; highest, 58c; lowest, 57%c; closing, 57%c. Lima oil, no sales.

First Wilkinsburg School Entertainment The second of the public school enter tainments of Wilkinsburg, took place in Odd Fellows' hall, in that borough last night. The Swedish Quartet sang several assisted by several local singers. There was a very large attendance, the hall being crowded to the doors, and a goodly sum was received for tickets. The money is to go toward a new library for the school, the old one having been destroyed in the fire nearly two years ago. It is expected that a nice library will be purchased for the benefit of the public at large as well as the school children.

More Travel on Grant Street

Lawyers who have offices on Grant street notice a vast increase in pedestrian travel since the postoffice has been removed to Fourth avenue. The hill residents now generally turn off at the Court House when

COUGHS AND COLDS.—Those who are suffering from coughs, colds, sore throat, etc., should try Brown's Bronchial Troches. Sold only in boxes.

## THE ORIGINAL



NERVOUS AND SICK HEADACHE

How to Perfectly Cure Them.

All forms of headache are of a nervou character, and are caused by a weakness and to cure such cases it is absolutely nec persons who suffer from headache have, by repeated failure to find relief, despaired of cure. To such we would say, by all means secure a bottle of this wonderful remedy, and watch its marvelous effect. It is the most perfect cure known for headache.
"For over twenty years my life was made miserable by frequent and terrible head aches. At times they were so severe I feared



No one could suffer worse than I did. I bought Dr. Greene's Nervura, and the very first bottle stopped the headaches, and ever had any tr time. After suffering for twenty years I was cured by Dr. Greene's Nervura. Mrs. Mary Green,

Basin St., Norristown, Pa." 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, per about your case, or send for symptom blank to fill out, and a letter fully explaining your disease, giving advice, etc., will be returned

MPROVEMENT, 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 brokea.

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



A CME BLACKING is cheaper A at 20 cents a bottle than any

other Dressing at 5 cents. A LITTLE GOES A LONG WAYS

because shoes once blackened with it can be kept clean by washing them with water. People in moderate circumstances find it profitable to buy it at 20c. a bottle, because what they spend for Blacking they It is the cheapest blacking considering

its quality, and yet we want to sell it cheaper if it can be done. We will pay

# \$10,000 Reward

for a recipe that will enable us to make WOLFF'S ACME BLACKING at such a price that a retailer can profitably sell it at 10c. a bottle. This offer is open until Jan. 1st, 1893. WOLFF & RANDOLPH, Philadelphia.

## Old furniture painted with

# PIK-RON

(this is the name of the paint), looks like stained and varnished new furniture. One coat will do it. A child can apply it. You can change a pine to a walnut, or a cherry to mahogany; there is no limit to your fancies. All retailers sell it.



NO OTHER LEAVES A DELICATE AND LASTING ODOR For sale by all Drug and Fancy Goods Dealers or if unable to procure this wonderful soap send 25c in stamps and receive a cake by return mail. JAS. S. KIRK & CO., Chicago. SPECIAL Shandon BellsWaltz (the popular society Waltz) sent FREE to anyone sending where wrappers of Shandon Bells Soap.

LES SWAYNE'S ABSOLUTELY CURES. OINTMENT
ST MPTOMS—Moistire; intense itching and
stinging; most at night; worse by seratching. If
allowed to continue tumors form and protrude,
which often bleed and ulceration becoming very
sore. SWAYMEN OINTMENT stops the fitching
and bleeding, heals ulceration, and in most cases
removes the tumors. Ask your Druggist for it.

## Cactus Blood Cure.

SUPERIOR TO SARSAPARILLA.

Purifies the blood, tones up the system, gives an appetite.

Cures dyspepsia, constipation, sick headache. Regulates the liver and kidneys, and besides cures all blood and skin diseases, whether manifested only by common pimples, or eczema, or by ulcers, abscesses, and the more violent effects of scrofula and blood poison.

Is perfectly harmless and never fails.

Sold by JOSEPH FLEMING & SON, Drug gists, 412 Market st., Pittsburg.

OIL WELL SUPPLIES.

J. W. M'FARLAND. 96 Fourth Avenue, - - Pittsburg, Pa. BROKER IN OIL PROPERTIES.

M. V. TAYLOR, OIL WELL SUPPLIES. The Celebrated ALLISON TUBING AND CASING ALWA 15 13 Shoulding. ALWAYS IN STOCK.

HAYS & THEES, Contractors We make a specialty of building NATURAL SAS LINES AND WATER MAINS. Room 410 Hamilton Building,

PITTSBURG, PA. ndence solicited.

## OIL WELL SUPPLY CO.,

91 and 92 Water Street, PITTSBURG, PA.

## IRELAND & HUGHES, Forge and Machine Shop

And Manufacturers of OIL and ARTESIAN WELL DRILLING

AND FISHING TOOLS, Cor. Twenty-First St. and A.V.R.R.

### PITTSBURG, PA. STANDARD OIL CO., PITTSBURG, PA.

Telephone No. 1222.

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

We manufacture for home trade the finest grades of lubricating and illuminating oils. Our facilities are such that our statement that we furnish all oils standard for quality everywhere cannot be disputed.

OUR REFINED OIL LIST: Water White, 150, Prime White, 150, Standard White, 110. Ohio Legal Test. Ohio Water White Legal Test. Carnadine (red), 150 Test. Olite, 150 Test.

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RAILBOADS.

PENNSYLVANIA RAILROAD. CHEDULE IN EFFECT 12.01 P. M., JULY 19, 1891. Trains will leave Union Station, Pittsburg MAIN LINE EASTWARD.

MAIN LINE EASTWARD.

New York & Chicago Limited of Pullman Vestibula Cars daily at 7.15 A. M., arriving at Harrisburg at 1.55 P. M., Philadelphia 4.65 P. M., New York 7.00 P. M., Philadelphia 4.65 P. M., New York 7.00 P. M., Philadelphia 4.120 A. M., arriving at Harrisburg 8.25 A. M., Philadelphia 11.25 A. M., arriving at Harrisburg 9.25 A. M., Philadelphia 11.25 A. M., New York 2.00 P. M., Baltimore 12.00 P. M., Washington 1.03 P. M., Rey York 2.30 P. M., Baltimore 12.00 P. M., Washington 1.03 P. M., Baltimore 12.00 P. M., Washington 1.03 P. M., Baltimore 12.00 P. M., Washington 1.03 P. M., Philadelphia 2.50 P. M., Day Express daily at 8.00 A. M., arriving at Harrisburg 2.20 P. M., Philadelphia 6.50 P. M., Mew York 9.35 P. M., Baltimore 6.55 P. M., Washington 1.55 P. M., Baltimore 6.55 P. M., Washington 1.55 P. M., Connecting at Harrisburg 10.00 P. M., connecting at Harrisburg 10.00 P. M., connecting at Harrisburg 10.00 P. M., Mew York 1.04 A. M., Philadelphia 4.25 A. M., and New York 7.10 A. M. Philadelphia 5.25 A. M., and New York 8.00 A. M., Philadelphia 5.25 A. M., and New York 8.00 A. M., Philadelphia 5.25 A. M., and New York 8.00 A. M., Philadelphia 5.25 A. M., and New York 8.00 A. M., Philadelphia 5.25 A. M., and New York 8.00 A. M., Philadelphia 5.25 A. M., Seburg 1.20 A. M., Philadelphia 5.25 A. M., Seburg 1.20 A. M., Philadelphia 6.20 A. M., New York 2.30 A. M., Baltimore 6.30 A. M., Washington 7.30 A. M., Baltimore 6.30 A. M., New York 8.00 A. M., Baltimore 6.30 A. M., Washington 7.30 A. M., Baltimore 6.30 A. M.,

except Sunday. Derry Express 11.00 A. M., except Sunday.

Wall Accom. 6.00, 7.30, 9.50, 10.30 A. M., 12.15, 2.00, 2.20, 4.55, 5.40, 6.25, 7.40, 9.40 P. M., week-days, and 12.10 A. M. (except Monday). Sunday, 10.30 A. M., 12.55, 2.30, 5.30, 7.30 and 9.40 P. M. Wilkinsburg Accom. 6.10, 4.00, 7.20 A. M., 12.01, 4.00, 4.35, 5.20, 5.30, 5.50, 2.20, 10.10 and 11.40 P. M. Sunday, 1.30 and 9.15 P. M., 12.30, 1.30, 2.50, 6.35, 7.45, 3.10, 2.50, 11.15 A. M., 12.30, 1.25, 2.50, 4.10, 6.00, 6.25, 7.20, 5.35, 9.00 and 10.44 P. M. week days. Sunday, 5.35 L. M. SOUTH-WEST PENN RAILWAL.

For Unious on 5.20 and 8.35 A. M., 1.45 and 4.25 For Uniontown 5.30 and 8.35 A. M., 1.65 and 4.25 P. M. week-days. MONONGAHELA DIVISION.

ON AND AFTER MAY 35th, 1891. ON AND ATTER MAY 55th, 1891.

For Monongahela City, West Brownsville, and Ulfontown 10,40 A. M. For Monongahela City and West Brownsville 7.25 and 10.40 A. M., and 4.50 P. M. On Sunday, 8.55 A. M. and 1.01 P. M. For Monongahela City only, 1.01 and 5.50 P. M. week-days, Dravosburg Accom., 5.00 A. M. and 3.20 P. M. week-days, Dravosburg Accom., 5.50 A. M., 4.15, 6.30, and 11.35 P. M. Sunday, 2.40 P. M.

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

From Pittsburgh Union Station. ennsylvania Lines.

Trains Run by Central Time.

Northwest System-Fort Wayne Route Northwest System—Fort Wayne Route
Depart for Chicago, points intermediate and beyond:

8.50 a.m., \*7.10 a.m., \*12.20 p.m., \*1.00 p.m., \*8.45
p.m., 111.30 p.m. Askiva from-same points: \*12.45
p.m., 112.40 a.m., \*6.00 a.m., \*6.35 a.m., \*6.00 p.m.,

8.50 p.m. Toledo, points intermediate and beyond:

7.10 a.m., \*12.30 p.m., \*1.00 p.m., 111.30 p.m. Askiva
from same points: \$12.40 a.m., \*6.35 a.m., \*6.00 p.m.,

Depart for Cleveland, points intermediate and
beyond: \$16.10 a.m., \*7.10 a.m., \$12.55 p.m.,

\*11.05 p.m. Askiva from same points: \*6.50 a.m.,

\*2.15 p.m., \*6.00 p.m., \$7.70 p.m.

Depart for New Castle, Erie, Youngstown, Askiabula, points intermediate and beyond: \$1.20 a.m.,

12.10 p.m. Askiva from same points: \$1.25 p.m.,

\*10.15 p.m. Askiva from same points: \$1.25 p.m.,

10.16 p.m. Askiva from same points: \$1.25 p.m.,

10.17 p.m. Askiva from same points: \$1.25 p.m.,

10.18 p.m. Askiva from same points: \$1.25 p.m.,

10.19 p.m. Askiva from same points: \$1.25 p.m.,

10.19 p.m. Askiva from same points: \$1.25 p.m.,

110.15 p.m. DEPART for New Castle, Jamestown, Youngstown and Niles, 13.45 p.m. Arrive from same points: 19.10 a.m. DEPART for Youngstown, 12.30 p.m. Arrive from Youngstown 6.50 p.m. Bouthwest System—Pan Handle Boute

Bouth west System—Pan Handle Boute

Depart for Columbus, Cincinnati, Indianapolis, St.

Louis, points intermediate and beyond: "2, 10 a.m.,

"7,00 a.m., %4.5 p.m., \*11,15 p.m. Agarva from same
points: "1,06 a.m., %4.00 a.m., %5.55 p.m.

Depart for Columbus, Chicago, points intermediate
and beyond: "2,10 a.m., †12,05 p.m.

Agarva for Columbus, Chicago, points intermediate
and beyond: "2,10 a.m., †12,05 p.m.

Depart for Washington, †6,15 a.m., †8,35 a.m.,

†1,55 p. m., †3,30 p. m., †1,45 p.m., †4,50 p.m. Agarva
from Washington, †6,55 a.m., †1,50 p.m., †8,35 a.m.,

†10,25 a.m., †2,35 p.m., †1,35 p.m., †1,205 a.m.,

†2,45 p. m., †6,10 p. m. Agarva from Wheeling,

†8,45 a.m., †8,06 p. m., †6,35 p. m., †1,05 a.m.,

PULIMAN SLEPPING CARS AND PULIMAN DINING
CARS run through, East and West, on principal trains
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TIME TABLES of Through and Local Accommodation Trains of cither system, not mentioned above, can
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Pittsburgh, and at principal ticket offices of the Peansylvania Lines West of Pittsburgh.

PDally, †Ex Sunday, †Ex. Saturdaya, †Ex. Monda\*.

Daily, tEx Sunday, 18s. Sats IOSEPH WOOD, E. A. FORD,

Contra Manager. General Passager Agent. PITTSBURG AND JAKE ERIE RAILROAD COMPANY—Schedule in effect June 14, 1891, central time—F. & L. E. E. R. H.—Depart—For Cleveland, 4:39, "\$:00 a. m., "1:50, 4:20, "3:45 p. m. For Clincinnait, Chicago and St. Louis, 4:30 a. m., "1:50, 79:45 p. m. For Buffalo, 8:00 a. m., 4:29, "9:45 p. m. For Salamanca, "8:00 a. m., 1:59, "9:45 p. m. For Salamanca, "8:00 a. m., 1:59, "9:45 p. m. For Youngstown and New Castle, 4:30, "8:00, 9:55 a. m., 1:50, 4:20, "9:45 p. m. For Beaver Falls, 4:20, 7:00, "8:00, 9:55 a. m., "1:50, 3:20, "4:20, 5:20, 5:20, 5:20, 5:20, 5:30, 9:4:25, 5:20, 5:30, 9:4:25, 5:20, 5:30, 9:4:25, 5:20, 5:30, 9:55 a. m., 12:10, 12:53, 3:30, 4:25, 4:30, 4:23, 5:20, 5:20, 5:30, 9:25, "8:30, 19:45, 10:20 p. m.
ARRUYE—From Cleveland, "6:40 a. m., "12:20, 5:40, 7:50 p. m. From Salamanca, "10:00 a. m., 12:20, 10:05 p. m. From Salamanca, "10:00 a. m., 12:30, 1:00, 5:40, 7:50, 10,65 p. m. From Beave, Falls, 5:20, 5:30, 7:50, 10,65 p. m. From Beave, Falls, 5:20, 5:30, 7:50, 10,65 p. m. From Beave, Falls, 5:20, 5:30, 7:30, 10:00 a. m., "12:20, 12:0, 5:40, 7:50, 10:00 p. m. From Beave, Falls, 5:20, 5:30, 7:30, 10:00 m. m., "12:20, 12:0, 5:40, 7:50, 10:00 m. m., "12:20, 12:0, 5:40, 7:50, 10:00 p. m. From Beave, Falls, 5:20, 5:30, 7:30, 10:00 a. m., "12:20, 12:00 5:40, 7:50, 10:00 p. m. From Beave, Falls, 5:20, 5:30, 7:30, 10:00 a. m., "12:20, 12:00 5:40, 7:50, 10:00 p. m. P. C. & Y. trains for Mansfield, 7:35 a. m., 12:10, p. M. 4.55 p.m. For Espien and Beechmont, 7:35 a. m., 4:35 p. m.
P. C. & Y. trains from Mansfield, 7:05, 11:59 a. m., 4:25 p. m. From Beechmont, 7:05, 11:59 a. m.
P. McK. & Y. R. R. Depart-For New Haven, 8:20, 10:10 a. m., "3:00 p. m. For West Newton, 18:20, 10:10 a. m., "3:00, 5:25 p. m.
ARRIVE-From New Haven, "9:00 a. m., "5:20 p. m. From West Newton, 6:15, "3:00 a. m., "5:20 p. m. p. m. For McKeesport. Elizabeth, Monongahela City and Belle Vernon, \*6:45, 19:05 a. m., \*4:00 p. m. From Belle Vernon, Monongahela City, Elizabeth and McKeesport, \*6:29 7:40 a. m., 1:20, 4:05 p. m. \*Daily. §Sundays only City ticket office, 529 gmithfield street,

time.
For Washington, D. C., Baltimore, Philadelphia and New Fork, "815 a. m. and "9:20 p. m.
For Cumberland, "8:15 a. m., it 10, "8:20 p. m.
For Connelisylle, 26:40, 26:15 a. m., it:10, 24:18
and "9:20 p. m.
For Uniontown, \$5:40, 28:15 a. m., it:10 and 24:18 For Mt. Pleasant, 53:20 at 7:20, \$8:30. \$9:30 a. m.,
For Washington, Pa., 7:20, \$8:30. \$9:30 a. m.,
4:00, \$1:20, 7:45 and Ill:55 p. m.
For Wheeling, 7:20, \$8:30, \$9:30 a. m.; 4:00, 7:45
and Ill:55 p. m.
For Cincinnati and St. Louis, 7:20 a, m., \$7:45 For Cincinnati and St. Louis, 7:20 a, m., 7:40 p. m.

For Columbus, 7:20 a, m., 7:45 and 11:35 p. m.

For Newark, 7:20 a, m., 7:45 and 11:35 p. m.

For Newark, 7:20 a, m., 7:45 and 11:35 p. m.

For Rewark, 7:20 a, m., 7:45 and 11:35 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., 7:35 p. m.

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

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

From Wheeling, 7:25, 9:25, 70:45 a, m., 8:50 p. m.

Parlor and sleeping cars to Raitimore, Washington, Cheinnati and Chicago, "Daily except Sunday, Sunday only, 15aturday only, 10aily except Saturday.

The Pittsburg Transfer Company will call for and check baggage from hotels and residences upon orders left at B. & O. teket office, corner Fifth avenue and Wood street, or 401 and 639 Smithheid street. Gen. Pass. Agent.

A LLEGHENY VALLEY RAILROAD-ON and after Sunday, June 28, 1831, trains will leave and arrive at Union station, littsburg, eastern standard time: Buffalo express leaves at 8:13 a.m., 8:35 p.m., carriving at Buffalo at 5:45 p.m. and 7:20 a.m., 1; arrives at 7:10 a.m., 6:25 p.m. Oll City and DuBois express—leaves 8:20 a.m., 1:20 p.m.: arrives 1:00, 6:25, 10:00 p.m. East Brady-Leaves at 6:55 a.m. Rittanning—Leaves 9:05 a.m., 2:35, 5:30 p.m.; arrives 8:55, 10:00 a.m., 5:35 p.m. Braeburn—Leaves 4:05, 5:15 p.m.; arrives 8:06 a.m., 7:40 p.m. varives 8:06 a.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, 2:18 i.d. p.m. Hulton—Leaves 9:00, 9:00, p.m.; arrives 8:20 p.m.; arrives 9:15 p.m. Sunday trains—Buffalo express—Leaves 8:20 p.m., 8:45 p.m.; arrives 7:10 a.m., 6:25 p.m. Kittanning—Leaves 9:06 a.m.; arrives 9:15 p.m. Rittanning—Leaves 9:06 a.m.; arrives 10:15 p.m. Braeburn—Leaves 9:06 p.m.; arrives 10:15 p.m. Pullman parfor buffet can on day trains and Pullman siepning car on night trains between Pittsburg and Buffalo. Ticket offices, No. 100 Fifth avenue and Union station. DA VID M CARGO, Genera Superintendent. JAMES P. ANDERSON, General Ticket Agent.

Mail, Butler, Ciarlon, Kane., 6:40 a m 11:20 a m Akron and Eric. 7:20 a m 7:30 p m 7:30 p m 8:40 a m 8:40 a m 7:30 p m 8:40 a m 8:40 p m 7:40 a m 8:40 p m 7:40 a m 8:40 p m 8:40 m 8