The Monthly Oil Report Shows a Decline in Completed Work.

INCREASE IN NEW WELLS AND RIGS

McDonald and the Southwest Still the Center of Attraction.

M'CONNAUGHEY WELL SHOWING OIL

The menthly report of work done in the oil fields has just been completed. It gives the bulls the under hold, and the bears may growl and squeeze, but they cannot get around the fact that the bulls have the best of the situation at present. Whether it will have any immediate effect on the market is another matter. There has been a decrease of more than 2,300 barrels in the new production in Pennsylvania oil. The completed wells are not as many by three in February as they were in January. The average capacity of the wells completed in February is only 551/2 barrels, or 18 8-15 barrels less then they were in January. There has been a decrease in dry holes, however, from 37 to 32, a total of five. The new work has been on the increase and this has been due largely to the weather, this has been due largely to the weather, which, in February, was more tavorable for outdoor work than during the first 30 days of the new year. There is an increase of 5 in the number of drilling wells and an increase of 19 in the number of rigs, making a

total increase of 25.

The southwest, or the McDonald, field is the one which still attracts the attention of the entire oil trade. There is still some work being done in the other fields, but comparatively it is so small that scarcely any notice is being taken of it.

Butler Next to McDonald. Butler Next to McDonald.

The Butler and Armstrong districts are the heaviest centers of activity outside of McDonald, but this is almost entirely due to the Harmony and Zelienople fields. In the districts named there are 67 wells now being drilled and 38 new rigs up. Almost two-thirds of these are located in the vicinity of Harmony and Zelienople, while the other one-third are scattered over the vast area comprised in Butler and Armstrong counties.

The new production in the Southwest last The new production in the Southwest last month was only 8,696 barrels against 10,754 barrels in January. Of this 8,696 barrels, McDonald alone furnished 7,793 barrels and McDonald, Mannington, Wildwood, Mt. Morris, Montour, Brush Creek and Murdocksville 8,544.

There were 82 wells completed last month in the McDonald field. Three of these were dry. They were Bettman & Watson's No. 1 Wettergell, Pew & Emerson's No. 1 Mc-Murray, and Haymaker & Co.'s No. 1

Conaglia.

The wells completed and reported as good for more than 100 barrels a day were: The Forest Oil Company's No. 1 M. Wright, 2,000; Gufley & Queen's No. 1 Sam Wetmore, 1,000: S. S. Wilson, Phillips & Co.'s No. 1 Faraday, 200; Willow Grove Oil Company's No. 1 Mankedick, 225; Hoffman & Co.'s No. 2 Moore, 200: Hirsch & Co.'s No. 1 Fife, 100; Nolan & Co.'s No. 1 Robinson, 200; Oakdale Oil Company's No. 2 John Wetmore, 200; Guckert & Steele's No. 1 McKecown, 100; Forst & Greenlee's No. 13 Mercy, 100: No. Guckert & Steele's No. 1 McKeown, 100; Forst & Greenlee's No. 13 Mevey, 100; No. 14 Mevey, 100; Jennings, Guffey & Co.'s No. 6 Herron, 200; W. L. Mellon & Co.'s No. 2 Mrs. Walker, 400; Woodland Oil Company's No. 6 Gamble, 200; Guffey & Queen's No. 1 Robb, 100, and Knox Bros. Apple & Elyeas No. 1 Scott, 100. The other 62 wells which were finished up last month are doing anywhere from 5 to 90 bar-

Surprising That So Much Was Done. Considering the condition of the roads, which in this field have been almost im-passable since before the holidays, it is astonishing that so many wells were com-pleted and as much new work started as is

There were only two wells completed in the Wildwood field, which a year ago was in the zenith of its glory. One of these two wells, the Kanawha Oil-Company's No. 1 Ash, was dry, and the other, Guffey & Queen's No. 8 Runga, is good for 20 barrels

The South Penn Oil Company finished up two wells in the Mannington field. Each of them is doing 15 barrels a day. One is No. 5 Blackshire, and the other No. 2 J. A. Snyder. These were the only wells com-pleted in this field.

At Crafton four wells were completed.

One of them, the Fort Pitt Gas Company's No. 1 Stonecipher, was dry. Patterson & Jones' No. 7 Kelso is doing 100 barrels a Their No. 3 Shafter is doing 500 barrels a day and their No. 1 McGarr is reported as being good for only 35 barrels a day. The South Penn Oil drilled a 15-barrel well on the Neeley heirs' farm at Mt. Morris, and the Mongalia Oil Company got one that is good for 30 barrels in their No. 5 J. C. Moore. Westview Is Almost Forgotten.

The only well drilled at Westview, three miles west of Allegheny City, was dry. It is the American Club's No. 1 McLaughlin. The Forest Oil Company's No. 3 Eckbert was the only one finished at Montour, and At Brush Creek the Economy Oil Com-pany got a three-barrel well on the Pink farm, and the Philadelphia Gas Company's

No. 1 Morrow was dry.

The Ohio Valley Gas Company's No. 1 Fulton, at Murdocksville, was dry, and the Raccoon Oil Company got a 20-barrel well on the A. M. Armour farm.

Longfellow & Co. got an 80-barrel well
on the Ward farm at Macksburg. Hutchin-

son Bros.' No. 1 Hutchinson was dry, as was the Stephens Bros.' No. 10 on the Stephens farm.

The Kanswha Oil Co,'s No. 1 Whitney, at Sistersville, is reported as doing five bar-rels a day, and the Miller's Run Oil Com-pany's No. 1 Dist as good for 40 a day. Johnson & Duel's No. 1 Pfile is reported

The New Work Under Way. As noted before, there was more new ork started in February than in January throughout the Pennsylvania oil-producing fields. In these fields, including the dis-tricts which produce Pennsylvania oil, Allegany, N. Y., West Virginia and Southwestern Ohio, there was an increase of five in the number of drilling wells and an increase of 19 in the number of rigs going

up and completed.

In the southwest field there was a decrease in drilling wells of ten, or from 187 to 177, from January to February; and an increase of 16, or from 62 to 78, in the number of new rigs. In the Butler and Armstrong districts there was an increase from 57 to 67 in the number of drilling wells, and from 29 to 38 in the number of rigs, making a total increase of 19 new drilling

wells and rigs in this territory.

In the McDonald field there are 110 wells now drilling, and 33 rigs completed, a total of 143. A large number of these wells are from 1,500 to 2,000 feet in depth and several of them are now drilling in the sand. Those reported in the sand are The Venture Oil Company's No. 3 W. B. Moorhead; Jennings, Guffey & Co.'s No. 5 Matthews heirs; their No. 5 Herron; Mellon & Co.'s No. 2 Taylor; Fisher Oil Company's No. 1 Venner; Scott Hussler, Davis & Botts' No. 2, Boyce: Burrows & Co.'s No. 2 McKin-ney; Guffey & Co.'s No. 4 Connell, and Devonisn Oil Company's No. 3 Boyce.

Those Over 1,500 Feet Deep. Those reported as deeper than 1,500 feet are: Guffey, Murphy & Co.'s Nos. 12 and 13 Sam Sturgeon; Oakdale Oil Company's Nos. 4, 6 and 8 Baldwin, No. 1 Mankedick; Nos. 7 and 8 Sturgeon heirs; and Nos. 1 and 2 Glenn. Guckert & Steele's No. 12, Mervy, Mackin & Co.'s No. 1 Dehout. Forest Oil Company's No.1 James Walker; No. 2 R. W. Glenn; No. 3 R. W. Glenn; No.5 J. M. Glenn; No. 3 J. McGill; Nos. 2 and 3 Etta Bisque of BEEF herbs and Glenn; No.2 Ewing; No.1 Jane Stewart; No. for the stomach's sake. Try it.

1 S. J. Mevey; No. 2 Agnes Kemp. Forst & Greelee's No. 2 Wade; Jennings, Guffey & Co.'s No. 5 Bell; No. 3 Herron; No. 3 Matthews heirs. Finegran & Co.'s No. 1 J. J. Rofi. Mellon & Co.'s No. 5 Mertz. Woodland Oil Company's No. 7 McMurray; No. 1 Stelley. Venture Oil Company's No. 1 Kelso; Nos. 2 and 3 Moorhead. Hussler, Davis & Co.'s No. 3 Boyce. Benedict & Co.'s No. 1 Nicholson. Kemp & Co.'s No. 5 Wade. Guffey & Co.'s No. 3 Connell. McGinniss & Co.'s No. 2 Bhaffer, Conway & Co.'s No. 1 Monenger. Leggett & Say's No. 1 Moore. People's Gas Company's Nos. 1 and 2 McMurray; Devonian Oil Comnany's No. 4 Boyce; Donaldson & Co.'s No. 1 McVickar; Guffey & Co.'s No. 1 McMasters; Gordinier & Co.'s No. 2 Kennedy; Forst & Greenlee's Nos. 4 and 5 Miller; Robbins & Co.'s No. 1 Robbins & Co.'s No. 1 Robbins & Co.'s No. 3 Mary Sturgeon.

No. 3 Mary Sturgeon. In Some of the Smaller Pools. In the Mannington field there are 10 wells drilling and 5 rigs up. At Crafton which in-cludes the McCurdy field there are nine wells

cludes the McCurdy field there are nine wells drilling, and 5 rigs completed.

Mt. Morris has 10 drilling wells and 4 rigs. Only one well is being drilled in the old Washington field.

The South Penn Oil Company is down 2,200 feet on the Milligan farm at Nineveh, Greene county. Dixon & Co. are drilling the only well at Wildwood. It is down 1,350 feet on the Hughes farm. Heber & Co. are down 1,700 feet on the Davis farm, the only well at Westview.

the Hughes farm. Heber & Co. are down 1,700 feet on the Davis farm, the only well at Westview.

In the Montour district the Philadelphia Gas Company is down 1,400 feet on the McClure farm, 2,000 feet on the Mundi farm, and heave a rig up on the Speer farm. Boden & Co. have a rig up for No. 3 Stevens, A. J. Ferguson a rig for No. 5 Ferguson, and Phillips & Co. for No. 1 Shief.

The Hood Oil Company's No. 2, Hood, at Murdocksville, is down 1,500 feet; the Raccoon Oil Company's No. 5, W. S. Armour, is down 200, and Eadiel & Co. are 200 feet deep on the Scott farm. The Ohio Valley Gas Company has a gg up for its No. 1 Terran. There are three wells drilling and five rigs up at Eureka.

The Victor Oil Company's No. 1 Carpenter at Marietta is down 1,900 feet. Ackerly & Sammels' No. 2 Greene is 1,600 feet deep. Barnsdall & Co.'s No. 1 Bates is down 1,500 feet, and their No. 1 Ward is 800 feet deep. Huggins & Co.'s No. 1 Pagg is down 800 feet. There are nine rigs completed in the field.

There are only two wells drilling at Sistersville and five rigs up. Those drilling are the Bakerstown Oil Company's No. 1 Elliott, down 1,500 feet, and Twitchell & Co.'s No. 1 Stewart, down 1,100 feet.

Operations in Ohio and Indiana. There were 82 wells completed in the Ohio field last month, an increase of 15. The new production increased 1,632 barrels.

There were 21 wells abandoned. The average for the wells in January was 42½ barrels, as against 52½ barrels in February. There are 75 wells drilling, an increase of 13, and 118 rigs, an increase of 23. Wood county is still the banner county of the State.

Wells and Jay counties, Indiana, are the only two in which there was any new production last month. These had a new production of 250 barrels. There were 19 wells completed, 6 of which were dry. There was a decrease of 92 barrels new production. The average of the February wells was only 19½ barrels, while in January they were 31 1.1. There are 15 wells drilling, a decrease of 2, and 18 rigs, an increase of 10.

Work in Pennsylvania. production increased 1 632 barrels.

Work in Pennsylvania. The following recapitulation covers the territory in which Pennsylvania oil is pro-

aucea.		ALESSA SILLIANS	OCCUPATION IN LINES	200		
		COLUMN TO THE REAL PROPERTY OF	PULATIO			
Summary	of co	inpleted	wells.			
		uary.		February.		
Field.		Prod.	Dry.	Com	. Prod.	Dry
Alleghany Bradford	. 9	46	3		27	
Middle F	15	27	6	11	29	- 3
Venango	. 5 .	16	1	15	60	- 9
Armstron	25	1,466		87	1,152	9
Southwest	131	10,754	23	100	8,696	1
Total			37	180	9,974	
Decrease				5 bbls.		. 0

SUMMARY OF NEW WORK.

January. February. Dr'g Rigs Total Dr'g Rigs Total

.... 5 0 5 7 1 8 .... 8 9 17 15 2 17 ..... 57 29 56 67 28 105 ...... 187 62 249 177 78 255 Total....... 285 111 376 270 130 400 ncrease drilling wells, 5, ncrease rigs, 18, vital increase, 24.

The McDonald Field. There was a report in circulation last McConaughtey farm, located 314 miles south-

evening that Haymaker Bros.' well on the McConaughtey farm, located 3½ miles southwest of McDonald, was showing oil in the Gordon sand. The Forest Oil Company's No. 2, J. N. Ewing, was four bits in the sand last evening. They have been compelled to drill past a string of tools and an extra bit which were stuck in this well. Their No. 3 R. W. Glenn is making 250 barrels a day from the Gordon sand and their No. 3 Etta Glenn was due to reach the Gordon last night. Their No. 2 R. W. Glenn is on top of the sand and their No. 2 Agnes. Kemp and No. 1 Jane Stewart are due this week.

The estimated production of the field Sunday morning compiled from gauges was 28, 000 barrels, 1,000 barrels less than the day before. The hourly gauges were as follows: Jennings, Guffey & Co.'s No. 3 Matthews, 55; Herron No. 4, 40; Matthews heirs' No. 2, 20; Guffey and Queen's No. 1 Samuel Wetmore, 40; Devonian Oil Company's No. 2 Morgan heirs, 20; Nos. 2 and 3 Raldwin, 50; Nos. 1 and 2 Boyce, 45; Oakdale Oil Company's No. 2 Morgan heirs, 20; Nos. 2 and 3 Raldwin, 50; Nos. 1 and 2 Wallace, 30; Forest Oil Company's No. 1 and 2 Wallace, 30; Forest Oil Company's No. 1 and 2 Sam Sturgeon, 30; Oakdale Oil Company's No. 1 from 1 from

Yesterday's Market Features. Trading was fair and fluctuations wer wider than usual on settling the month's business and switching over to the new op-tion. The month's clearances were 792,000 barrels, against 374,000 the month before. The opening was 58, highest 58%, lowest 57%, close 58%. Daily average runs, 90,833; daily average shipments, 77,402. Refined was un-

changed.
Oil Cirv, Feb. 29.—National Transit certificates opened at 58c; highest, 58%c; lowest, 57%c; closed, 58%c; sales, 127,000 barrels; clearances, 286,000 barrels; clearances, 286,000 barrels.
Brapport, Feb. 29.—National Transit certificates opened at 57%c; closed at 58%c; highest, 58%c; lowest, 57%c; clearances, 20%, 1000.

New York, Feb. 22.—Petroleum opened steady, advanced 1/2c, then declined 1/2c on liquidation of maturing March contracts, and closed weak. Pennsylvania oil—Spot sales none; March option, opening, 58/2c; lowest, 57/2c; closing, 57/2c; total sales, 158, 600 barrels. No sales of Lima oil.

CAPTURED SEVEN REVOLVERS.

How a Big Peacemaker Stopped a Danger

ous Fraces at Imperial. By all accounts times were lively in Imperial on Sunday. It is a prohibition town, but on the first day of the week prohibition does not effectually prohibit. At the time in question a large crowd of men had filled themselves to the chin with beer and a free fight was in progress, and timid people were beginning to get behind breastworks to avoid an expected shower of bullets, as revolver barrels gleamed in all directions. Suddenly a man of immense muscular power, with an uncontested reputation for sand, made his appearance, and he, too, flourished

a revolver.

He charged on the crowd and it scattered like a flock of starlings, but the peace-maker emerged from the fray with seven revolvers in his possession. One of the attacked party and only one attempted to fire his gun, but it was so rusted that the chamber would not revolve.

Recovered From a Broken Neck.

M. L. Burns, of Chicago, passed through the city yesterday bound for Philadelphia. About two years ago he was thrown from a horse and his neck was broken. It was put in an iron frame and Burns is able to walk with ease, though incapacitated for work.

BISQUE OF BEEF herbs and aromatics

but River Men Are Interested ON ACCOUNT OF HER PARENTAGE.

If Her Family Is as Stated Plenty of Funds

Will Be Provided.

POSITION OF MARSHALL AND MURPHY

In the reaction following the excitement caused by the capture and suicide of Fitzsimmons, the imprisoned wife has seemingly been forgotten. Her cell at the penitentiary has been her sick room since the nervous shock following her husband's rash deed. There have been no efforts to get her a pardon, and the reported promise of Detective Murphy to the dying criminal in New Orleans has as yet lacked the first steps of fulfillment.

That Mrs. Fitzsimmons will not be for gotten, however, has been made evident from communications received by Warden Wright from prominent men in Pittsburg and New Orleans, in which the offer is made that if Mrs. Fitzsimmons is really the daughter of a prominent river captain, as has been represented, the expenses of bringing her case before the Pardon Board will be borne by friends of the woman's father.

A Continued Secreey Maintained. Pictures of freedom and proffered help have not had the effect, however, of breaking the seal of secrecy that protects the relatives of the woman who was so unfortunate as to be the wife of Fitzsimmons. When told of the offer of the river men she made no comment. To have placed herself in a position where she could have received the help of her father's friends would have necessitated revealing who her father was, and even prospective liberty would not tempt her to tell more than is

already known.

Warden Wright thinks that an arrangement can be made whereby Mrs. Fitzsimmons can get the help of friends without revealing who her relatives are. As soon as she has recovered sufficiently to allow conversation on the subject he will consult her. The offer of the river men, he says, is made in good faith by parties who believe she is suffering for the sin of her husband, and out of loyal friendship to a fellow business man whose name they do not even know, have volunteered to attempt to get a named of the Fitzian ways. pardon for Mrs. Fitzsimmons. Their ef-

pardon for Mrs. Fitzsimmons. Their efforts, however, may not be required. Attorney Marshall has the matter in hand for the Canadian friends of Fitzsimmons, and stated yesterday that he is waiting word from Ontario before he takes the first step. "My son will have charge of securing the pardon," said Mr. Marshall yesterday. "I never appear before the Pardon Board. I don't like to beg for anything. I would sooner fight my way. It isn't my nature to appeal to a Pardon Board, and I always get my son Tom to do that work. I think Mrs. Fitzsimmons will be pardoned, and will bring the matter up just as soon as practicable."

The Position of Murphy. Detective Murphy did not know anything about the efforts to get a pardon for Mrs. Fitzsimmons, when seen yesterday. It is stated by Mr. Murphy's friends that he will not oppose the granting of a pardon, but that he thinks it is the duty of her attorneys to take the first steps. Other friends of the murdered Detective Gilkinson have announced that they will raise their voice against the granting of a pardon. They

been an accomplice of her husband and that to release her now simply because her hus-band has escaped justice by death would be inviting crime.

Mrs. Fitzsimmons has never recovered from the shock following her husband's discovery and suicide. She receives few visit-ors and does not care to talk of her past life. Her relatives in the South are unknown, The story that she is connected with one of the best families has been doubted, but her efinement and ladylike appearance go far

BIG DAMAGES WANTED.

to prove that all she claims is true.

A Bricklayer Believes He Was Injured \$20,000 Worth by Being Thrown From a Scaffold-Another Man Wants \$1,000 for Alleged False Arrest.

Attorneys Scandrett and Marshall vesterday entered suit in behalf of Andrew Kunze against George Blendinger for \$20,-000 damages. It is stated that Kunze was a bricklayer in the employ of Blendinger. On October 24, 1890, he was at work on a smokestack for the Straub Brewing Company on Liberty avenue. An elevator, loaded with bricks, was being taken to the top of the stack when it struck against a board, knocking it against Kunze and throwing him from the scaffold he was on. He fell a distance of 25 feet, breaking his left leg and injuring his spine. He was in the hospital 27 weeks from his injuries not having proper safeguards for the work-

William H. Jackman entered a suit against William W. Wayman yesterday for \$1,00 damages for an alleged false arrest. Jackman was sued for theft before Alderman Kerr on January 30, and was discharged at the hearing.

To-Day's Trial List.

Common Pleas No. 1—Deitrick vs Eisaman; Hopper Bros. vs Milligan; Jutte & Co. vs Pool; Smith vs Finegan; Fasher vs Pitts-burg, Allegheny and Manchester Traction

burg, Allegheny and Manchester Traction
Company; Oesterling vs Jenkinson; Franket
et al vs Cltizens' Traction Company; Doran
vs Zoller; Brinker vs Michel; Courtney vs
Beringer; Gibson vs Atkins; Daniels vs Pittsburg and Ormsby Railway Company; Thomas
vs Wollf, Jr.
Common Pleas No. 2—The People's Natural
Gas Company vs the Carrie Furnace Company; Hohman vs Blaskey et al; Alles vs
the Pittsburg Traction Company; Barrett vs
the Second Avenue Passenger Railway Company; the Combination Engine Company vs
McMasters; Blakely vs Brereton'et al; Young
vs Phillips; Coulter vs Swartzwelder.

Wants a Deed Annulled, Wants a Deed Annulled.

A bill in equity was filed yesterday by Webster Young against Mary A., Jacob, and Lulu M. Young. The plaintiff states that in 1857 he agreed to purchase from Mary A. Young, a lot in Verona. He paid some money down and he has since made valuable improvements on the place. In 1888, however, Mary A. Young and her husband, Jacob Young, gave a deed for the property to Lulu M. Young. There was no consideration paid, he asserts, and he asks that the court declare the deed given Lulu M. Young, null and void and order a deed to be given him for the property.

Looking After His Father's Estate. Alfred Morton, Jr., yesterday filed a peti tion asking for an inquest on his father tion asking for an inquest on his father, Alfred Morton, to have him declared an habitual drunkard. He states that for more than two years his father has been an habitual drunkard and is wasting and squandering his estate, and should have someone appointed to take charge of him. The Court appointed G. C. Lewis to take testimony in the case.

Judge Buffington Making Citizens. Judge Buffington put in a full day yester-day granting naturalization papers. He had about 20 applicants before him, and he expressed himself as well pleased with the character of them.

Briefs of the Courts.

A CHARTER was granted yesterday for the Pittaburg and Allegheny Baptist Union. THE suit of J. F. Maeder against J. H. Covent, an action on a contract, is on trial before Judge Collier. A verbict was rendered yesterday for \$27

for the plaintiff in the suit of M. Lanz & Sons against Mundorff & Co., an action on an account. Major Brown made a motion yesterday

for a new trial in the case of John and Jose-phine O'Neill versus the Dispatch Publish-ing Company.

COMMON PLEAS COURT No. 2 yesterday designated the Mechanics' National Bank as the depository for funds paid into that court pending litigation. In Behalf of Mrs. Fitzsimmons Yet, THE case of J. H. Dunlevy against the Mo-

Keesport Bridge Company, an action for land appropriated for bridge purposes, is on trial before Judge Mages. The jury is out in the case of Frank Frederick against Hubbard & Co., a suit for damages for injuring Frederick's hand, while at work at a shovel machine in the defendant's factors.

In the case of W. S. Patterson for use of the People's Bank, of McKeesport, against J. W. Boyd, an action on a mortgage, a verdict was rendered vesterday for \$695 50 for the plaintiff.

The case of William J. Fryer against the Imperial Coal 'Company is on trial before Judge Ewing. The suit is brought to recover damages for injury to plaintiff's property by undermining it. An argument was heard before Judges Kennedy and McClung yesterday, on a motion

actinety and McClung yesterday, on a motion to take off the non-suit entered against the plaintiff in the libel suit of W. J. Loughry against the Post Printing and Publishing Company. The Court reserved a decision.

In the suit of Joseph Dorsey against the Spang Steel and Iron Company and Spang. Chalfant & Co. for demans for the death of Chalfant & Co. for damages for the death of his wife, who was struck and killed by a yard engine belonging to the defendants, a verdict was given yesterday for \$1,300 for the WILLIAM MOORE yesterday filed an answer

to the suit for a divorce brought by his wife, Mary Moore. They were married Septembe 29, 1879. He denies the charge of cruel treatment made against him, and asks that she be compelled to file a bill of particulars. He also demands a jury trial. CHARLES ROSENBERG yesterday entered suit against Mike Dupont for \$10,000 damages for

alleged false arrest. He asserts that on Nowember 18, 1891. Dupont, without reasonable cause, sued him before 'Squire Oeffner for the larceny of some bed springs. He was held for court, but the bill was ignored by the grand jury.

MONEY FOR IRISH NATIONALISTS

To Be Raised by Jersey City's Branch of the National League.

NEW YORK, Feb. 29.—[Special.]—The Central Branch of the Hudson County Irish National League held a meeting yesterday at Jersey City. Secretary M. B. Holmes submitted a letter which he had received from John Dillon, M. P., saying: "I have felt it to be my duty, from the beginning of this unhappy quarrel, to act with the ma-jority of the Irish party. But I have from the outset used all the influence I possessed against language or action on either side calculated to make the breach irreparable and to bring disgrace on the Irish name and cause. At the present moment there is no difference of principle which I can discover between the members of the majority of the Irish party and the followers of Mr. Redmond, and yet, such is the strength of personal bitterness, the result of the struggle of the last 18 months, that every attempt made to bring about a reunion of the party has so far failed. I shall ask you to be kind enough to read this letter to the members of the central branch, and to thank them on my

part for the action they have taken.

The meeting decided that it would be advisable to raise funds to enable the Irish Nationalists to nominate candidates every Nationalist seat in Parliament, and that the money should be sent to Justin McCarthy.

They Propose to Enjoy the World's Fair. N. M. Brockway, of Carrier, and R. L. Buzard, of Brockwayville, are two wealthy lumbermen who registered at the St. James Hotel yesterday. They started over the Panhandle last evening on a tour of the West. When they return they intend to buy a lot in Chicago and build a house for the accommodation of their families during the accommodation of their families during the World's Fair. They reason that after the show is over they can sell the property for an advance, or for at least what they paid for it. They are opposed to being crowded into hotels and paying excessive board bills. Of all the schemes suggested

Expects Liberal Appropriations, C. L. Snowden, who was one of the committee that recently appeared before the River and Harbor Committee in behalf of the local streams, went to Washington last evening on private business. He thinks the appropriations for Pittsburg will be more liberal than in former years. He says the Southern people, by a good deal of bluster and bard work, have been getting more for river improvements than the Northerners. He thought it was about time to reverse the rule as to sections, and give the Yankees a chance. Whatever is done to improve navigation in the Ohio, Monongahela and Allegheny rivers in-directly benefits the Southern streams and

Closing Up Speak-Eastes Acting Inspector Kelly, of the Southside began on Sunday to move against a number of speak-easies that have been lately located there He made a quiet tour of the Southside, and yesterday morning made an infor-mation against Frank Staples, of 2309 Jane street, and Mary Lynch, rear of 428 Bingham street. Both were arrested during the day, and held under \$1,000 bail for a hearing

on Thursday. The Landslide Removed, After three weeks of hard work, the landslide on the Panhandle has been removed,

and trains are again running over the old tracks. Track walkers are busy night and day watching the Mt. Washington hill to prevent accidents to trains.

The Oll Exchange Sold.

George L Whitney has, it was reported yesterday, purchased the Oil Exchange building, for which it is announced he paid \$170,000. The building is to be renovated and refitted and will be used for offices.



### Lydia E. Pinkham's Vegetable Compound

a woman's remedy for woman's diseases, has stood the test of many years, and is to-day the only successful and harmless cure for all those peculiar weaknesses and

Diseases of Women.

organic diseases of the uterus or womb, inflammation, ovarian troubles, falling or displacement of the womb, faintness, nervous prostration, weak back, aches, etc. All Druggiets sell it, or sent by mail, in form of Pills or orenges, of recept of \$1.00. Lover Pills, \$5.0. Correspondence freely answered. Address in confidence Laborate Pinkham MED. CO., LYNN, Mass. NEW ADVERTISEMENTS

**WORKS WHILE YOU SLEEP** as follows (Eastern Standard Time):-

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cures pain where others fail.

Worth taking trouble to get. SOLD BY DRUGGISTS EVERYWHERE OIL WELL SUPPLIES.

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FAMILY SAFEGUARD OIL,

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NEVER VARIES IN QUALITY. Cannot be Exploded.

It is the very highest grade of refined petroleum, from which, in the process of manufacture, every impurity has been elim-

inated.

Elaine is free from benzine and paraffine; it will never chill in the coldest temperature known on this continent.

In color, Elaine is spring-water white, and its "fire test" is so high as to make itas absolutely safe as any illuminant known.

Having no disagreeable odor, Elaine is a spleasant oil for family use.

Can be Burned in Any Petroleum Lamp. to see the fair this one is the most sensible, but not all who, expect to visit Chicago in 1893 can afford to build their own houses.

Can be Burned in Any Petroleum Lamp.

A POSITIVE PROTECTION FROM LAMP

EXPLOSIONS. MAKES THE SAFEST AND BEST LIGHT KNOWN.

ELAINE! The Family OIL. 100 Million Gallons ELAINE Sold in 18 Years

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rivania Limited of Pullman Vestibule Cars at 7:15 s. m., arriving at Harrisburg at 1:55 Philadelphia at 4:65 p. m., New York 7:00 Baltimere 4:69 p. m., Washington 5:55 p. m., Philadeiphia at 4:50 p. m., New York 7:50 p. m. Baitimere 4:60 p. m., Washington 5:55 p. m.

Reystone Express daily at 1:20 a. m., arriving at Harrisburg 8:25 a. m., Philadeiphia 11:25 a. m., New York 2:50 p. m.

Aliantic Express daily at 2:20 a. m., arriving at Harrisburg 19:20 p. m.

Bairisburg 49:20 p. m.

Bairisburg 4:20 p. m., Baltimore 1:15 p. m., New York 3:50 p. m., Baltimore 1:15 p. m., Washington 2:20 p. m.

Barrisburg Accommodation daily, except Sunday, 5:25 a. m., arriving at Harrisburg 2:50 p. m.

Day Express daily at 5:00 a. m., arriving at Harrisburg 3:20 p. m., Philadeiphia 6:50 p. m., New York 9:35 p. m., Baltimore 6:65 p. m., Washington 5:15 p. m.

Bail train Sunday only, 5:60 a. m., arriving at Harrisburg 1:50 p. m., connecting at Harrisburg 1:50 p. m., connecting at Harrisburg with Philadeiphia Express daily at 1:00 p. m., arriving at Harrisburg 1:50 a. m., Philadeiphia 6:25 a. m., and New York 7:10 a. m.

Battern Express at 7:15 p. m. daily, arriving Harrisburg 2:25 a. m., Baltimore 6:20 a. m., washington 7:30 a. m., Philadeiphia 6:25 a. m. and New York 5:00 a. m., Philadeiphia 6:25 a. m. and New York 5:00 a. m., Philadeiphia 6:25 a. m. and New York 5:00 a. m., Philadeiphia 6:20 a. m., New York 5:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m. Baltimore 6:20 a. m., Washington 7:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Baltimore 6:30 a. m., Washington

A OTA 3:30 s. m., Baltimore 6:20 s. m., Washington 7:20 s. m.

All through trains connect at Jersey City with boats of "Brooklyn A nuez," for Brooklyn, N. Y., avoiding double ferriage and journey through New York City.

Johnstown Accom., except Sunday, 3:40 p. m., Greensburg Accom., 11:20 p. m. veck-days, 10:30 p. m. Sundays. Greensburg Express 11:50 s. m., except Sunday. Derry Express 11:50 s. m., except Sunday.

Wall Accom. 5:25, 6:00, 7:00, 8:25, 8:55, 9:40, 10:38, 8:15, 6:00, 6:65, 7:26, 9:00, 10:29, 11:20, p. m., 12:10 night, except Monday. Sunday, 8:40, 10:38 a. m., 12:23, 1:00, 2:20, 4:20, 5:20, 7:20, 9:20, 10:39

M. M. Schart M. Sunday, 10:40, 10:39, 11:20, m, 12:25, 1:00, 2:20, 4:20, 5:30, 7:20, 9:20, 10:20 p. m.

m, 12:25, 1:00, 2:20, 4:20, 5:30, 7:20, 9:20, 10:20 p. m.

Wilkinsburg Accom. 5:25, 6:00, 6:15, 6:45, 7:00, 7:25, 7:40, 8:10, 8:25, 8:50, 9:40, 10:20, 11:00, 11:10 a. m., 12:20, 12:15, 12:20, 1:00, 1:20, 1:20, 2:20, 2:20, 3:15, 2:40, 4:20, 4:10, 4:25, 4:25, 4:50, 5:00, 6:15, 5:30, 5:55, 5:60, 6:20, 6:5, 7:20, 7:25, 8:25, 9:00: 9:45, 10:20, 11:20, 11:20, and 11:10 night, except Monday, 5:20, 5:40, 10:20, a. m., 12:25, 1:30, 1:30, 2:30, 4:20, 5:20, 7:20, 9:20, 9:20, 0:20, 0:20, 0:20, 1:30, 2:30, 4:20, 5:20, 7:20, 5:25, 5:20, 9:40, 10:30, p. m.

Draddock Accom. 5:25, 6:50, 9:40, 10:30, 11:30, 2:00, 2:30, 3:15, 3:40, 4:20, 4:25, 4:20, 4:31, 4:50, 5:00, 8:15, 6:20, 6:20, 6:20, 6:40, 7:07, 7:35, 8:25, 9:00, 9:25, 10:20, 11:10, 11:20, 1

week days.

MONONG A HELA DIVISION
12:25, 1:00, 1:20, 2:20, 4:20, 5:30, 7:20, 5:00, 5:26.

ON AND AFTER MAY 23, 1691.

For Monongahela City, West Brownsville and Uniontown, 10:40 a. m. For Monongahela City and West Brownsville, 7:25 and 10:40 a. m. and 4:50 p. m. On Sunday, 5:55 a. m. and 1:01 p. m.

For Monongahela City only, 1:01 and 5:50 p. m. week days. Dravosburg accom., 6:00 a. m. and 3:20 p. m. week days. West Elizabeth accom., 8:25 a. m., 4:15, 6:20 and 11:35 p. m. Sunday, 9:46 p. m.

WEST PENNSYLVANIA DIVISION.

Prom FEDERAL STREET STATION, Allegheny City—For Springdale, week-days, 6:20, 8:23, 8:50, 10:40, 11:50 s. m., 2:23, 4:19, 5:00, 5:40, 6:10, 6:20, 8:10, 10:20 and 11:40 p. m. Sundays, 12:23 and 9:20 p. m. For Butler, week-days, 6:55, 8:59, 10:40 a. m., 3:15 and 6:10 p. m. For Butler, week-days, 6:55, 8:50, 10:40 a. m., 5:18 and 6:10 p. m.

For Freeport, week-days, 6:55, 8:50, 10:40 a. m., 2:16, 4:18, 5:40, 5:10, 10:20 and 11:40 p. m. Sundays, 12:36 and 9:20 p. m.

For Apollo, week-days, 10:40 a. m., and 5:40 p. m., For Paulton and Blairsville, week-days, 6:35 a. m., 3:15 and 10:20 p. m.

For The Excelsion 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. 110 Firth avenue, corner Fourth avenue and Try street, and Union station.

CHAS, E. PUGH,

General Manager.

Gen'l Pass'r Agent.

Frem Pittsburgh Union Station. ennsylvania Lines.

Trains Run by Central Time. Northwest System—Fort Wayne Route Borth went System—Fort Wayne Reute
DEFART for Chicago, points intermediate and beyond:
41.30 a.m., \*7.10 a.m., \*12.20 p.m., \*1.00 p.m., \*8.45
p.m., 111.30 p.m. Arriva from same points: \*12.06
a.m., 11.16 a.m., \*6.00 a.m., \*6.35 a.m., \*6.00 p.m.,
6.50 p.m.
DEFART for Toiedo, points intermediate and beyond:
7.10 a.m., \*12.20 p.m., \*1.00 p.m., 111.20 p.m. Arriva
from same points: \$11.15 a.m., \*6.35 a.m., \*6.00 p.m.,
9.50 p.m.
DEFART for Cleveland, points intermediate.

\*8.50 p.m.

DEPART for Cleveland, points intermediate and beyond: †6.10 a.m., \*7.10 a.m., †12.45 p.m., \*11.06 p.m. Arrive from same points: \*5.50 a.m., †2.15 p.m., \*6.00 p.m., †7.00 p.m.

DEPART for New Castle, Eric, Youngstown, Ashtabula, points intermediate and beyond: †7.20 a.m., †12.20 p.m. Arrive from same points: †1.25 p.m., †9.00 p.m.

DEPART for New Castle, Jamestown, Youngstown and Niles, †6.45 p.m. Arrive from same points: †9.10 a.m.

19.10 a.m. DERART for Youngstown, \*12.20 p.m. ARRIVE from Youngstown, \*6.50 p.m. Bouthwest System-Pam Hamille Route
Depart for Columbus, Cincinnati, Indianapolis, St.
Louis, points intermediate and beyond: \*1.20 a.m.,
\*7.00 a.m., \*8.65 p.m., \*11.15 p.m. Arrive from same
points: \*2.20 a.m., \*6.00 a.m., \*5.55 p.m.

Depart for Columbus, Chicago, points intermediate
and beyond: \*1.20 a.m., \*12.05 p.m. Arrive from
same points: \*2.20 a.m., \*12.05 p.m. Arrive from
same points: \*2.20 a.m., \*16.05 p.m.

Depart for Washington, \*6.15 a.m., \*16.35 a.m.,
\*11.55 p. m., \*18.30 p. m., \*14.45 p. m. Arrive
from Washington, \*6.55 a.m., \*7.50 a.m., \*18.50 a.m.,
\*11.25 a. m., \*12.35 p. m., \*16.36 p. m.

Depart for Wheeling, \*1.700 a.m., \*12.05 n'm.,
\*12.45 p. m., \*16.10 p. m. Arrive from Wheeling,
\*12.20 a.m., \*16.45 a.m., \*18.05 p. m., \*15.55 p. m.

Pullman Sleeping Cars and Pullman Diming
Cars fundam Sleeping Cars and Pullman Diming
of both Systems.

Lycal Sleeping Cars funding to Columbus, Cincinnati, Indianapolis, Cleveland, Toledo and Chicago
are ready for occupancy at Pittsburgh Union Station
at 9 o'clock p. m.

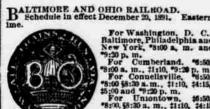
Time Tables of Through and Local Accommoda-

are ready for occupancy at a successful and o'clock p. m.

Time Tables of Through and Local Accommodation Trains of either system, not mentioned above, can be obtained at 110 Fifth Avenue and Union Station, Pittaburgh, and at principal ticket offices of the Pennsylvania Lines West of Pittaburgh.

\*\*Researcher\*\*, TRE. Monday.

Daily. +Ex. Sunday, 1Ex. Saturday, TRy. Monday, E. A. FORD, JOSEPH WOOD, General Passenger Agent General Manager



For Washington, D. C., Raltimore, Philadelphia and New York, 78:00 a. m. and 79:20 p. m.
For Comberland, 75:50, 78:00 a. m., 11:10, 79:22 p. m.
For Combellaville, 76:50, 78:00 a. m., 11:10, 41:15 and 55:00 p. m.
For Uniontown, 16:50, 78:00 a. m., 11:10, 14:15 and 15:00 p. m.
For Washington, Pa., 7:20 and 19:20 p. m.
For Washington, Pa., 7:20 and 19:20 a. m., 4:00, 7:20 and 11:55 p. m.
For Wheeling, 7:20, 39:30 a. m., 4:00, 7:20 and 11:55 p. m.

11:55 p. m. For Cincinnati and St. Louis, 7:25 a. m., 17:30 For Cincinnati and St. Louis, 7:22 a. m., 7:30 p.m.

Por Cincinnati, 11:65 p. m. (Saturday only.)

For Columbus, 7:20 a. m., 7:30 and 11:35 p. m.

For Newark, 7:20 a. m., 7:30 and 11:35 p. m.

For Newark, 7:20 a. m., 7:30 p. m.

For Chicago, 7:20 a. m. and 7:30 p. m.

Frains arrive from New York, Philadelphia, Baltimore and Washington, 7:20 a. m., 5:30 p. m.

From Columbus, Cheinnati and Chicago, 7:30 a. m., 7:50 p. m.

Parlor and aleeping cars to Baltimore, Washington, Cincinnati and Chicago, 7:30 p. m.

Parlor and aleeping cars to Baltimore, Washington, Cincinnati and Chicago, 5:30, 70:45 a. m., 7:415, 7:30 p. m.

Parlor and aleeping cars to Baltimore, Washington, Cincinnati and Chicago, Toally except Saturday, Sunday only. ISaturday only. 7 Daily except Saturday.

The Pittsburg 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, 637 and 639 Smith-field street. J. T. ODELL, General Manager. CHAS. O. SCULL, Gen. Pass, Agent,

DITTSBURG AND LAKE ERIE RAILBOAD Company; schedule in effect November 15, 1891. Central time. P. & L. E. R. R.—Depart-For Cleveland, "8:00 a. m., "1:50, 4:20, "9:45 p. m. For Cincinnati, Chicago and St. Louis, "1:10, "9:45 p. m. For Salamanca, "8:00 a. m., 4:20, "9:45 p. m. For Salamanca, "8:00 a. m., "1:50, "9:65 p. m. For Youngstown and New Castle, 6:00, "8:00, 9:55 a. m., "1:50, 3:20, "4:20, 5:25, "9:45 p. m. For Chartlers, 5:20, 5:25, 5:20, 5:25, "9:45 p. m. For Chartlers, 5:20, 5:25, 5:20, 5:25, 7:245 p. m. For Chartlers, 5:20, 5:25, 5:20, 5:20, "9:45, 1:25, 3:20, 3:25, "9:10, 9:55, 7:10, 5:20, "8:00, 3:45, 7:20, 1:25, 3:20, 3:45, 7:420, 3:45 7200, %:00, 9:55 a. m. "1:50, 3; 30, "4:20, 5:21, "3:34 p.

m. For Chartlers, \$5:30, 5:35, 5:00, \$5:55, 7:20, 7:35, \$7:50, 8:55, \$7:10, 9:55, \$1:10, 5:20, \$8:55, 7:20, 1:55, 3:30, 3:45, \$4:20, \*4:25, 5:10, 5:20, \$8:20, \$9:45, 10:30 p. m.

ARBUYE—From Cleveland, "5:30 a. m., "12:30, 5:15, 7:20 p. m. From Buffalo, "5:20 a. m., "12:30, 9:30 p. m. From Buffalo, "5:20 a. m., 12:30, 9:30 p. m. From Buffalo, "5:20 a. m., 12:30, 9:30 p. m. From Salamanca, "5:20, "10:90 a. m., "7:30 p. m. From Youngstown and New Castle, "5:30, "10:90 a. m., "12:30, 5:15, 7:30, 9:30 p. m. From Beaver Falls, 5:20, "5:15, 7:20, 9:30 p. m. From Beaver Falls, 5:20, "5:15, 7:20, 9:30 p. m. From Beaver Falls, 5:20, "5:15, 7:20, 9:30 p. m.

P. C. & Y. trains for Mansfield, 7:35 a. m., 12:10, 3:45 p. m. For Esplen and Beechmont, 1:35 a. m., 2:45 p. m.

P. C. & Y. trains from Mansfield, 7:05, 11:59 a. m.

P. McK. & Y. R. R. — DEPART—For New Haven, 8:20, 3:30 p. m. Frow West Newton, 8:20, 3:30, 5:50 p. m.

ARBUYE—From New Haven, %:00 a. m., "4:05 p. 255 p. m. Arrivz-From New Haven, \$2:00 a. m., \$4:06 p. n. From West Newton, 6:15, \$9:00 a. m., \$4:05 p. m.
For McKeesport, Elizabeth, Monongahela City
and Belle Vernon, \*6:45, 11:05 a. m., \*4:00 p. m.
From Belle Vernon, Monongahela City, Elizabeth and McKeesport, \*7:40 a. m., 1:20, \*5:05 p. m.
\*Daily, Sundays only,
City ticket office, 639 Smithfield st.

PITTSBURG AND WESTERN BAILWAY-Trains (C'tl Stan'd time). | Leave. | Arrive. Mail, Butler, Clarion, Kane. 6:40 a m 11:20 a m Akron and Erie. 7:30 a m 7:55 pm Butler Accommodation. 2:10 pm 9:00 a m Chicago Express (daily). 2:00 pm 12:00 pm Eries pm 6:00 a m Butler Accommodation. 4:15 pm 5:30 a m Butler Accommodation 5:45 pm 7:00 a m Butler Accommodation 5:45 pm 7:00 a m Butler Accommodation 5:45 pm 7:00 a m First-class fare to Chicago, 30 50. Second-class 5:50. Pullman Buffet sleeping carate Chicago daily A LLEGHENY VALLEY RAILBOAD ON A and after Sunday, June 23, 1861, trains will leave and arrive at Union station. Pitisburg, eastern standard time: Buffalo express leaves at 5:29 a. m., 5:45 p. m. (arriving at Buffalo at 5:45 p. m. and 7:20 a. m.); arrives at 7:10 a. m., 6:25 p. m. Oil City and DuBois express Leaves 5:20 a. m., 1:20 p. m.; arrives 1:00, 8:25, 10:00 p. m. East Brady-Leaves at 6:55 a. m. Rittanfing—Leaves 9:05 a. m., 3:26, 5:30 p. m.; arrives 8:25, 10:20 a. m., 5:35 p. m. Braeburn—Leaves 4:55, 6:18 p. m.; arrives 8:0, a. m., 7:46 p. m. valley Camo—Leaves 10:15 a. n. 5:120.5, 2:25, 11:20 p. m. p. rarrives 6:40 a. m., 12:20, 2:15 4:40 p. m. Hulton—Leaves 8:00, 9:26 p. m., arrives 7:25, 11:20 p. m. Porty-third street—Arrives 2:25, 8:20 p. m. 8:46 p. m.; arrives 7:10 s. m., 6:25 p. m. Emilenton—Leaves 9:25 p. m.; arrives 9:15 p. m. Kittanning—Leaves 9:25 p. m.; arrives 7:10 p. m. Braeburn—Leaves 9:25 p. m.; arrives 7:10 p. m. Braeburn—Leaves 9:25 p. m.; arrives 7:10 p. m. Pullman parior buffet car on day trains and Pullman parior buffet car on day trains and Pullman parior buffet car on day trains and Pullman and Union station. David McCaRGO, General Superintendent. JaMES P. ANDERSON, General Ticket Agent.

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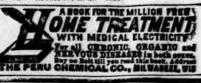
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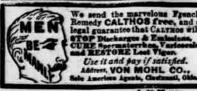
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