## The Discussion of the Free Wool Bill

Resumed in the House.

HARTER'S ATTACK ON PROTECTION

Parried by a Western Man Who Asks Him a Pertinent Question.

AN EARLY ADJOURNMENT ANTICIPATED

WASHINGTON, March 29.-The tariff debate was to-day resumed in the House of Representatives, but the discussion was rather uninteresting after the exciting scenes that have been provoked by the silver controversy during the past week. Indeed, it is considered doubtful by the leading members of the House whether it will be possible to revive public interest in tariff debates again this season, and the leaders are in favor of closing general debate on the tariff bills within a week and sending one or more of these measures to the Senate without delay.

As there is a concurrence of opinion among the Speaker, the Committee on Rules and the Democrats of the Ways and Means Committee that the House should adjourn about the 1st of June, or as soon thereafter as possible, it is deemed by them but a wise precaution to send one or more tariff bills to the Senate without delay, in order that the Republicans of that body may not be able to assert on the stump this fall that inadequate time was afforded the Senate to consider the tariff bills before the summer adjournment.

The attendance both on the floor and in

the galleries to-day was small, and the silver and anti-silver leaders relaxed their schivity. Mr. Bland and his lieutenant, Mr. Pierce, were absent, and the only lead-ers of the antis who were present when the Speaker called the House to order were Mr. Tracey, of New York, and Mr. Harter, of whose faces wore an expression of perfect content.

Mr. Mills No Longer in the House.

The Speaker laid before the House a communication from Roger Q. Mills, stating that he had sent to the Governor of Texas his resignation as Representative from the Ninth district of Texas, to take effect today. The communication was spread upon the journal.

On motion of Mr. Hull, of Iowa, a Senate bill was passed, with a slight amendment to establish a port of delivery at Des Moines, In. The House then went into committee of the whole, Mr. Blount, of George, in the chair, on the free wool bill.

chair, on the free wool bill.

Mr. Harter, of Ohio, in speaking in favor
of the bill, said the only legitimate method
of raising revenue was by taxation, and
when legislators entered upon the question of taxation they entered upon ethical as well as economical ground. The only justification for taxation was the necessities of the Government. The Government that the Government. The Government that took from the citizen any portion of his earnings that was not absolutely demanded by its expenditures committed a wrong-doing. For his part he believed that direct taxation for the support of the Government was the more equitable, the more just and the less burdens of taxation. Indirect taxation was wrong.

A Hit Right From the Shoulder, Mr. Funston, of Kansas, inquired whether

the gentleman was not a manufacturer of machinery protected by a patent right. Mr. Harter replied in the affirmative. Mr. Funston inquired why the gentleman was not in favor of taking off that protec-

Mr. Harter said he understood the gen tleman to intimate that there was a simi larity existing between the protection men got under the patent laws and the protec-tion they got under the McKinley bill. Was that the gentleman's position?

Mr. Funston suggested that both were

Mr. Harter replied that the difference be-tween patent protection and protection under the tariff was this: The man who secured protection under a patent must do one thing, and that was a condition precedent. He must, out of his own head or by purchase, secure a useful creation that was a blessing to all about him. But protection under the tariff came to a man absolutely without any benefit to the nation coming

Mr. Harter then proceeded to criticise the Mr. Harter then proceeded to criticise the McKinley act. Addressing himself to the wool question, Mr. Harter strongly attacked the wool schedule of the McKinley act, summing up its effect in a paraphrase of the nursery rhyme:

Ba, ba, black sheep, have you any wool? Yes, kind sir, I've three bags full; One for protection, two for the same, But none for the farmer who cries in the lane.

[Laughter.]

McCreary Makes a Sweeping Attack. Mr. McCreary, of Kentucky, made a gen-eral attack upon the protective system all along the line. Under it combinations and trusts sprang up, and the members of those trusts became millionaires, while the labor of the country had to struggle harder for existence and the necessities of life. The people were asking why it was that the iron and steel used in this country for the construction of railways, farming imple ments, etc., cost in the past few years \$300, 000,000 more than the same amount cost in England, where there was no protective England, where there was no protective tariff. They were asking why it was that the wage-worker in England was paid one-third more for his labor than was paid to the wage-earner in the protected industries of Europe; that the wage-earner in England was paid double as much as he had been paid before Great Britain abolished the protective tariff; why it was that in this country in the last ten it was that in this country, in the last ter years, the increase of wealth in agricultural States was only one-fifth of the increase of wealth in the manufacturing States. He personally would have preferred to attack the McKinley act as a whole, but he had deferred his judgment to the judgment of his party, which had decided to bring in sepa-rate bills. He thanked the Committee on

Ways and Means for having brought in the pending bill, which would save nearly \$100,-000,000 to the taxpayers. Fun Poked at the Mills Bill.

Mr. Dolliver, of Iowa, in opposing the measure, criticised the Mills bill, which he said merely reduced the tariff from 47 per cent to 42 per cent. The bill proposed to make a compromise with cannibals, to com-pound felony, to associate with robbers, to accept the apology of pickpockets, and to accept slavery—for what? For the reduction of 5 per cent. [Laughter.] The fact that this House, almost unanimously Democratic, sent here (it was claimed) as a pro-test against the McKinley act, with its prominent candidate for the Presidency asking for its repeal, and not dared to touch it, except in acts of child's play, was evidence that the argument of free trade was a demagogic proclamation, secretly discovered by people who were pasting it up on the barn doors of Iowa and Nebraska.

The pending measure would make no im pression. His friend from Nebraska (Mr Bryan) said that a general tariff bill would not pass the Senate or receive the signa-tures of the President. Neither would these bills. Two years ago the Republican party, under a tempest of false pretenses, had gone down, carrying the McKiniev act on its back. This year the McKinley act car-ried the Republican party, and the gentle-man who gave the measure its name. from man who gave the measure its name, from his Governor's chair looked down upon his Governor's chair looked down upon a country made happy and prosperous under its provisions. Did the gentleman from Nebraska suppose that the Republican party was going to allow a standing comparty was going to allow a standing committee of stump speakers to drive it from its position with a battery of worn and debilitated phrases? Did he suppose that a Republican Senate, which stood against the gatling guns of 1888, was likely to capitulate before the pop-gun programme of 1892?

In conclusion Mr. Dolliver ridiculed and attituded the Description. position with a battery of worn and de-bilitated phrases? Did he suppose that a Itepublican Senate, which stood against the gatling guns of 1888, was likely to capitu-late before the pop-gun programme of 1892? In conclusion Mr. Dolliver ridiculed and satirized the Democratic party, and quoted

A gentleman who has been a victim and made the discovery says that bad bread is responsible for much of the dread disorder, and adds, one of the surest remedies is to eat bread made from the pure, white, regu-lar Camellia flour. It makes the lightest and sweetest bread.

TARIFF TO THE FRONT. | for its benefit the hymn of "Lead, Kindly Light." The committee then rose and the House adjourned.

> SILVER IN THE SENATE. Mr. Stewart Proposes to Put His Colleague on Record.

WASHINGTON, March 29,-1n the Senate to-day, Mr. Stewart gave notice that he would on Monday next move to take up the Senate bill to provide for the free coinage of gold and silver.

Mr. Hoar—Where is that bill now?

Mr. Stewart—It is on the calendar, re-

ported adversely.

The resolution offered by Mr. Wolcott,

The resolution offered by Mr. Wolcott, requesting the President to refrain from allotting in severalty the lands of the present reservation of the Southern Ute Indians, pending legislation in the present Congress respecting the removal of these Indians to another reservation, was taken up and Mr. Wolcott addressed the Senate in explanation and advocacy of it. At the conclusion of Mr. Wolcott's address the resolution was agreed to and then the At the conclusion of Mr. Wolcott a address the resolution was agreed to, and then the Senate, on motion of Mr. Sherman, pro-ceeded to executive business, and when the doors were reopened, adjourned.

#### SETTLING UP THE SALE.

Judge Acheson Makes a Final Decree in Allegheny Vailey Railroad-Suit Against the Citizens' Traction Company-News

of the County Courts. Clerk Gamble, of the United States Circuit Court, yesterday received from Phila-delphia the final decree, made by Judge Acheson, concerning the sale of the Allegheny Valley Railroad. The decree approves the acts of W. H. Barnes, the special commissioner appointed to sell the road, and confirms his report. The balance of \$57,380 40 from the proceeds of the sale, remaining in his hands, is directed to be paid over to the Pennsylvania Railroad Company as the holder of overdue coupons, entitled to priority of lien on the purchase

It is also ordered that the '48 and '86 coupons, representing \$2,950,000, being held in the registry of the court, be passed over to the Allegheny Valley Railroad Company for cancellation and filing, and the special commissioner is discharged.

Must Settle or Sell.

In Common Pleas No. 1 yesterday a decree was handed down in the matter of the rule issued to have the receiver of the Mc-Keesport Light Company authorized to sell the plant and franchises of the company to satisfy the claims of creditors. The court directs that 90 days be allowed the company to pay the debts, and if at the ex-piration of that time the creditors are paid, the rule is to be vacated. If not, the rule becomes absolute, and the Receiver, S. A. Duncan, is authorized to sell the plant and

December Tried to Keep Away From May. Dr. Samuel Palfreyman was arrested yesterday and lodged in jail on a process issued from the Quarter Sessions Court. The doc tor, it is stated, is 62 years old, and his wife 17 years. Some time ago, it is charged, he deserted her and she sued him for desertion. He gave bail for court, but when the case was called he did not appear and the process on which he was arrested was issued. The doctor formerly lived in Lawrenceville.

Collided With a Traction Car. John and Margaret Stabb yesterday entered suit against the Citizens' Traction Company for \$5,000 damages for injuries to Mrs. Staab. It is stated that on July 4, Mrs. Staab. It is stated that on July 2, 1890, she was in a carriage on Penn avenue when a car ran into the carriage. The driver of the carriage was thrown from his seat and the horses took fright and ran off, colliding with another car. Mrs. Staab was thrown out and badly cut and bruised, and, it is alleged, permanently injured.

To-Day's Trial Lists, Common Pleas No. 1—Jamison vs Shenk; Neel et al. vs P., V. & C. R. R. Company;Gour-

Shall: Boyles vs Boyles; McMasters vs Negley.
Common Pleas No. 2—Argument list,
Common Pleas No. 3—Patrick & Co. vs Montgomery; Householder vs Little: Downey vs P. A. & M. Traction Company; McColly & Co. vs Portzel; Gilmore vs Pleasant Valley Company, Merriman vs Netting Recent ley Company; Merriman vs Netting; Rosen-thal vs Tegethoff; Marshall Jr. vs Wind-inger; Coleman vs Boke.

The Cream of the Courts,

A VERDICT for the defendant was given yesterday in the case of F. W. Cording against W. H. Mohrman, an action for wages. A NON SUIT was entered against the plaintiff in the case of J. L. Moore against the Southside Oil and Gas Company, an action for

THE case of W. R. Perrin & Co., against Henry Rea, Jr., to cover the price of a machine sold to the defendant, is on trial before Judge Stowe.

In the suit of John A. Householder against Klenke & McAllister, an action on a contract, a verdict was taken by consent yesterday for \$525 for the plaintiff. THE suit of W. J. Griffith, against John

Mariana for damages for injury to property caused by drainage from the defendant's lot, is still on trial before Judge Kennedy. DIVORCES for desertion were granted yesterday in the cases of Sarah Regan against George Regan; Emma Rees against James Rees, and Agnes C. Watson against John B, Watson.

THE County Commissioners yesterday heard appeals from the assessments in O'Hara township. The assessors had made an increase and the Commissioners added to it, but there were but few appeals.

WILLIAM T. REITER yesterday entered suit against the Dunbar Sand and Stone Company, to recover \$11.714 16. The amount, it is claimed, is due on a promissory note, dated March 23, 1889, and payable in one year.

THE case of August Lieb against th Citizens' Traction Company for damages for injuries caused by falling into a pit at the East Liberty car shed, was continued to allow the plaintiff to amend his statement and the jury was dismissed.

A DIVORCE was granted yesterday in the case of Caroline E. Reed, against Frank Reed, alias Francis McHenry. The defendant was a stock dealer and, it was alleged, deserted his wife shortly after their mar-riage and took the name of McHenry.

In the Orphans' Court yesterday the American Safe Deposit & Trust Company was appointed guardian of Nelson P. Reed, Jr., the son of the late N. P. Reed. The appointment was made at the petition of Mrs. N. P. Reed. She stated the boy owns real estate to the value of \$700, and \$150,000 in personal property.

THE SMITH PREMIER ON TOP.

Uncle Sam Takes 150 of These Famous

Typewriters, After Competition. WASHINGTON, March 29 .- [Special.]-The War Department desired to purchase 150 typewriters, and established a board of experts to examine all typewriters in com-

After examination the experts de-cided that the Smith Prémier stood highest in point of improvements and mechanical construction. Consequently the order was awarded to the Smith Premier Typewriter Company, of Syracuse. N. Y.

THE best system regulator on earth is Bisque of Beet herbs and aromatics.

HOUSEHOLD goods packed for shipment HAUGH & KEENAN, 33 Water sh

WEAR and languid, results from imper-fect circulation of the blood, a sure remedy is Bisque of Beef herbs and aromatics.

A New Cure for Dyspepsis

### COLORADO OIL FIELD.

Drilling Is Not So Dear as in the Pennsylvania Region.

METHODS IN THE WOOLLY WEST.

One Big Well Was Developed Yesterday East of Noblestown.

NEWS FROM THE SISTERSVILLE POOL

The following communication was received yesterday by the oil editor of THE DISPATCH from A. C. Dibert, who was a well-known operator in the Wildwood and McDonald fields. He is now located at Canon City, Col., and has been investi-gating the Colorado oil fields:

Through the kindness of Dr. Horter, of the Pueblo Star, I was introduced to Major Coon, of the Rocky Mountain Oil Company, in Pueblo. The Major kindly sent me to the field, which is situated at the village of Florence, about 40 miles from Pueblo, in the direction of Canon Springs. Florence has a population of about 1,000 inhabitants, has a population of about 1,000 inhabitants, and it is now one of the disembarking points from the railroad to Cripple Creek gold mines, about 30 miles through the pass.

In this and the Colorado oil fields I find three companies. The United Oil Company, having 15 wells now producing. This is the oldest one of the three. The first well was brought in here in 1883. 

It made about two barrels a day. The production of the United Oil Company is about 700 barrels per day.

The Florence Oil Company has now four wells, producing about 100 barrels per day.

wells, producing about 100 barrels per day. The Rocky Mountain Oil Company has nine wells, producing about 600 barrels per

Each one of these companies has its own refineries. That of the Rocky Mountain Oil Company being located at Overton, a suburb of Pueblo, to which point they

a suburb of Pueblo, to which point they pipe their oil.

This company has a capital of \$250,000 employed in their entire plant.

The United Oil Company and the Florence Oil Company sell their output to the Continental Oil Company. Refined kerosene in Pueblo sells at 5 cents per gallon. The oil when it comes from the well is of a very dark color. They do not have the oil sand the same as in Pennsylvania, but it is found in a slate formation. found in a slate formation.

Depth of Wells Is Different.

There is no certainty of depth. Som times they find it at 1,000 feet, and 100 feet away they will bring in a well 1,800 feet deep. Without anything to guide you, a well may be a producer at 1,200 feet in depth for a year, suddenly stop, start the drill again and go as far as 2,000 feet and become a pro-

and go as far as 2,000 feet and become a producer again.

The largest well in the field belongs to the Rocky Mountain Oil Company, and I would judge, by looking at it carefully, it was doing about 300 barrels per day.

It was brought in about seven months ago, and it is doing more now than when it was drilled in. This is the largest well ever

Wells are usually completed in 20 days The drilling is not expensive and we use little drive pipe and then 1,000 to 1,500 feet of 4½ inch casing, according to depth. I have no doubt that if the producers of Pennsylvania will come out this May and buy territory, they can get it and find oil, but they must come prepared to refine and market their product, and to do it they must have a barrel full of gold dollars be-

fore coming.

I am told that completed wells cost about \$2,000. No 45 line, or east by south, or south, south by southwest, need be used. You drill anywhere and may get production or may get left. About one well out of four is dry. There is no gas, and the wells never flow and al-

ways have to be pumped.

The big products are not used for some

The McDonald Field.

There was a slight decline in the product of the McDonald field yesterday. It fell from 27,000 to 26,000 yesterday morning, but during the day a well came in which started off at 75 barrels an hour. It belongs to Greenlee and Forst and is located on the National and Forst and is located on the National Coal Company's property, about half way between Noblestown and Oakdale. It is south of Guffey, Russell, McMullen & Co.'s well on the Wettengel farm, and is also south of a 45 degree line through Brown, Robison & Co.'s well on the McMurray lot. This leads to the belief that the belt runs in a southerly direction through the territory south of these wells, and that possibly the wells so far drilled are on the north-

western edge of the belt.

The Jolly Oil Company's well at Noblestown, which was shot Monday, is showing for about 100 barrels a day.

Mercer & McClurg's well on the

McMurray property was on top of the Gordon yesterday. They expect to reach the pay some time to-day.

Kennedy, Miller & Co.'s well on the Pry lot at Willow Grove is in the bottom of the

Gordon and showing for only 35 or 40 barrels a day. It will be drilled to the fifth sand. Their No. 1 on the Abbatay lot, which is also small in the fifth, may be

which is also small in the fifth, may be drilled to the fifth sand.
Guffey, Murphy & Co.'s No. 14 on the Sam Sturgeon farm is due in the Gordon sand this week. Their No. 3 in the Mankedick farm should reach the third sand before Monday. Their No. 6 on the Counell farm is on top of the 100-foot with a show of cil. a show of oil.

Suddenly Started to Flowing.

Jennings, Guffey & Co.'s No. 3 on the Matthews heirs farm, which was reported dry in the fifth sand, started to flow late Monday night, and before morning had filled a 250-barrel tank. Their No. 5 Bell was expected to reach the Gordon sand last

Smith, Royce & Co. will start to drill this week on the Kriss farm, a quarter of a mile northeast of their well on the Taylor farm at Midway. The latter is making about 40 barrels a day.

Kennedy Marshall & Co. are below the fourth sand on the Maryana latter White fourth sand on the McMurray lot at Nobles-

The Bear Creek Refining Company has succeeded in getting the bit out of its No. 3 Campbell at Noblestown, and is down 1,780 feet. Its No. 4 Campbell is 1,100 feet

leep.
Peebles & Malarkey's well on the poolroom lot at Willow Grave is down 1,850 feet. They expect to get the Gordon sand the last of this week.

The Southside Oil Company's well at

Bridgeville is reported to have found some oil between 2,100 and 2,200 feet.

Nanke & Gettman are down 1,200 feet on the Burnett farm in Northwestern Mcthe Burnett farm in Northwestern Mc-Curdy. They are also drilling on the Doyle farm in the eastern part of the Crafton field and are down about 400 feet.

The Grover Cleveland Oil Company's well three miles southwest of McDonald was reported last night to be through the fifth sand and dry in that formation.

From the Sistersville Region.

SISTERSVILLE—There seems to be a general impression among oil men who have studied this territory that this will be the studied this territory that this will be the next field of any consequence. There are good reasons to expect rapid developments from this time on. The cheapness of the operating (about \$3,000) and the staying qualities of the wells (which, as a general rule, have been increasing in production since they have come in) gives an operator more courage to go ahead here in this present time of panic than in any other section, save the Butler county hundred-foot. At least from observation one can judge so.

A town lot boom has started in, as is usually the case. And some locations have been made back from the river, which will soon test a large portion of the Virginia territory beyond the present tests.

Theories have been discussed thoroughly, and every man here who is at all interested has formed some definite idea, and has leased

accordingly. Leases are becoming vary scarce in the vicinity of developmenta, and those who are fortunate enough to have secured a block of territory may congratulate themselves, as prices have been jurping up daily within the past two weeks. Some of the principal leaseholders are Ludwig & Mooney, Smith & Shay, Jones & Tennant, T. A. and R. G. Gillespie, Captain Grace and Kanawha Oil Company. An instance of the wonderful staying qualities of the wells here is demonstrated by the recovery of Ludwig & Mooney's well in Polecat Hollow. This well was drilled two years ago, and after several attempts to exhaust the salt water was abandoned. Four-inch tubing was recently put in and to-day the well is producing 65 barrels daily.

The McDonald Gauges.

The McDonald Gauges, The following estimates were submitted by the gaugers of the Southwestern Pennsyl-vania Pipe Line Company:

vania Pipe Line Company:

The production of the field was 25,000 yesterday, 1,000 less than the day before. The hourly gauges were as follows: Matthews' No. 3, 30: Jennings, Guffey & Co.'s Herron No. 4, 40: Devonian Oil Company's Nos. 1 and 2 Boyce, 25: Oakdale Oil Company's Nos. 2 and 3 Baidwin, 50: Forest Oil Company's No. 2 and 3 Baidwin, 50: Forest Oil Company's No. 2 and 3 Baidwin, 50: No. 1 Members, 80: Bussell, McMullen & Co.'s No. 1 Wettengel, 30: Brown, Robison & Co.'s No. 1 Members, 20: Forest Oil Company's No. 3 Walker, 20: McGinniss & Co.'s No. 2 Shaffer, 25: production 26,000. Stock in field, 58,500.

The runs of the Southwest Pennsylvania Pipe Line Company from McDonaid Monday were 19,430. The National Transit runs were 4,570; shipments, 19,900. Buckeye runs, 22,968; shipments, 18,900. Southern Pipe Line shipments, 33,572. New York Transit shipments, 23,969. Eureka runs, 2,480.

Yesterilay's Market Features. Yesterday's Market Features.

Business was the slowest for a week or

month, uncertainty as to McDonald, and a

disposition to realize. The close was a good

fraction better than the opening, the

strength coming from Oil City. First sales were at 54%, advanced to 55%, declined to 55%, and closed at 55%. Refined was unchanged. Daily average runs, 80,288; daily average shipments, 76,445. Clearances were 18 000 harrels. average shipments, 76,445. Cleavances were 18,000 barrels.

New York, March 29.—Petroleum opened steady, advanced %c, then reacted to opening figures and closed steady; Pennsylvania oil—Spot. 55½c; April option, opening, 55c; highest, 55%c; lowest, 55c; closing, 55c. Lima oil—No sales; total sales, 17,000 barrels.

OIL CITY, March 29.—National Transit certificates opened at 55c; highest, 55¾c; lowest, 54½c; closed, 55c; sales, 43,000 barrels; clearances, 264,000 barrels; shipments, 85,447 barrels; runs, 169,222 barrels.

Bradford, March 29.—National Transit certificates opened at 54%c; closed at 54%c; highest, 55½c; lowest, 54%c; clearances, 56,000 barrels.

#### LATE NEWS IN BRIEF.

-Two cases of yellow fever are reported at the Military hospital in Halifax, N. S. -Two grape seeds killed a man named George S. Bonnell at Tom's River, N. J. —Wild Bill of Texas, has been sentenced to a year's imprisonment for shooting into a house in Kentucky.

—Augusta Rintelowan died at Salt Lake City from the effect of being hit in the side by a Turkish bath attendant. —Abraham Cooley, a farmer at Richmond, Mich., cut his wife's throat with a razor yesterday and then committed suicide.

—Mrs. Lizzie Dolan has confessed that Charles Ruppertsevehn killed her husband, John Dolan, at Chicago, during a quarrel. —A gang of Mexican bandits captured the town of Guanaigatta, Mexico, Monday. They got away with a good deal of booty. —It is reported that Turbay Khan has recently been put to death for imparting political news to the British agent at Cabul. -Evangelist Goodall has been sentenced to two years' imprisonmentat hard labor for assaulting a woman near Tamworth, Eng-land.

-Admiral Walker's squadron has arrived at Montevideo. Congress has approved an appropriation of \$240,000 for the Chicago Ex-position.

—A couple of people threw a bag containing a live child into the river at St. Joseph, Mo. Their whereabouts have not yet been discovered. —By the burning of his residence near Brazil, Ind., Pat Connors, so crippled with rheumatism as to be unable to move, was burned to death.

—Captain B. B. Connor, of Woodruff, of Newport, Ark., was bitten 12 years ago by a mad dog. Last Thursday he was taken sick and died Monday night.

—The North German Lloyd steamer Eider that ran asbore on the Isle of Wight, has been pulled off the ledge and was yesterday taken in tow for Southampton. —Rev. Samuel J. Colton, of Carough, has been found guilty of manslaughter for the death of a boy, who was an inmate of the orphanage, of which Colton was in charge.

—Albert Whipple, the squaw man wh killed an Indian, has been discharged by th United States Court at Deadwood because the crime was not committed on the reserva —On Friday, May 20, four men and one woman, Elisha Young, Iky Young, Holman Noble, Alfred Crosby and Martha Young, will be hanged in the jail yard at Chester, S. C., for murder.

—A sale under the vagrant act took place in Fayette, Mo., Monday afternoon, when three negroes were sold on the block to the highest bidder. One brought \$2, another \$5 and the third \$1.

—The schooner Ceres was wrecked off Dungeness, England, Monday, during a gale and the schooner Adolphus foundered off Portland. The crews of both vesseis narrowly escaped. —It has been learned by the police that the body taken from the lake at Chicago Sunday night is that of Michael Zutkins, who disap-peared from home two weeks ago. The mystery of the man's death is as yet un-solved.

—Citizens of Terre Haute, Ind., have raised a fund with which to prosecute city officials believed to be gullty of bribery in connection with letting public contracts, and the investigation of the alleged boodlers will now be pushed with vigor.

The Criminal Court Grand Jury of Mem-phis, after examining 50 witnesses, was un-able to return any indictments for lynching of negro prisoners. The Attorney General asks the Governor to offer a reward of \$500 for the conviction of each of the lynchers, and will push the investigation to the last limit.

# New Shortening

If you have a sewing machine, a clothes wringer or a carpet sweeper (all new inventions of modern times), it's proof that you can see the usefulness of new things.

# Is a NEW SHORTENING, and

every housekeeper who is interested in the health and comfort of her family should give it a trial. It's a vegetable product and far superior to anything else for shortening and frying purposes. Physicians and Cooking Experts say it is destined to be adopted in every kitchen in the land. This is to suggest that you put it in yours now. It's both new and good. Sold by leading grocers everywhere. Made only by

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BEST LINE CHICAGO ... ST. LOUIS TO ST. PAUL AND MINNEAPOLIS



My doctor says it acts gently on the stomach, liver and kidneys, and is a pleasant laxative. This drink is made from herbs, and is prepared for use as easily is tea. It is called LANE'S MEDIGINE

It is better to take Scott's Emulsion of cod-liver oil when that decline in health begins-the decline which precedes consumption -

to begin to grow in our lungs. "Prevention is better than cure;" and surer. The saying never was truer than

rather than wait for the germ

What is it to prevent consumption?

Let us send you a book on CAREFUL LIVING; free.

SCOTT & BOWNE, Chemists, 132 South 5th Avenue, New York.
Your druggist keeps Scott's Emulsion of cod-liver oil—all druggists everywhere do. \$1.

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INCORPORATED: Dedicated exclusively to the Treatment, Cure and Restoration of those

### who suffer from the LIQUOR, OPIUM, MORPHINE, OR COGAINE HABIT.

Conducted under the auspices of the best Specialists obtainable, who give their personal supervision to each and every case coming under their care, assisted by a corps of Physicians whose repute as experts in the treatment of Nervous Maladies has become national.

A POSITIVE GUARANTEE given by the Faculty for the thorough and radical cure of DRUNKENNESS in from three to five weeks from the date of beginning Treatment, while the OPIUM, MORPHINE and COCAINE HABITS are cured in from

A NEW DEPARTURE,

Any person, no matter what his physical condition, placing himself under our care, and strictly complying with all rules and instructions which he shall receive on entering, and failing to receive a com-PLETE, ABSOLUTE and PERMANENT CURE in from three to five weeks, we will pay the entire cost of railroad fare to and from the home of the patient, no matter what may be the cost thereof. This offer is made unqualifiedly and in the conscious-Accommodation for 1,200 patients.

Price of board from \$5 to \$12 per week.

No first or healthier location in

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PENNSYLVANIA RAILROAD, BUILDULE IN EFFECT DECEMBER 20, 1801. Frains will leave Union Station, Pittsburg. as follows (Eastern Standard Time):-

BAILBOADS.

emsylvania Limited of Pullman Vestibule Care daily at 7:15 a. m., arriving at Harrisburg at 1:55 p. m., Philadelphia at 4:65 p. m., New York 7:00 p. m., Baltimore 4:40 p. me, Washington 5:55 p. m., Philadeiphia at 6:20 p. m., New 1 row 7:100 p. m., Baltimore 6:20 p. m., Washington 5:25 p. m.
Kerstone 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.
Aliantic Express daily at 2:20 a. m., Pariving at Harrisburg 10:20 p. m., Baltimore 1:15 p. m., New York 2:59 p. m., Baltimore 1:15 p. m., Washington 2:20 p. m., Baltimore 1:15 p. m., Washington 2:20 p. m.
Harrisburg Accommodation daily, except Sunday, 5:25 a. m., arriving at Harrisburg 2:25 p. m.
Day Express daily at 8:50 a. m., arriving at Harrisburg 3:20 p. m., Philadelphia 6:50 p. m., New York 5:25 p. m., Baltimore 6:46 p. m., Washington 9:15 p. m.
Balt traits Sunday only, 5:50 a. m., arriving at Harrisburg 7:00 p. m., Philadelphia 10:55 p. m.
Mail Express daily at 1:00 p. m., arriving at Harrisburg 7:00 a. m., Philadelphia 4:25 a. m., and New York 7:10 a. m.
Eastern Express at 7:15 p. m. daily, arriving Harrisburg 1:25 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Philadelphia 5:25 a. m., and New York 5:00 a. m.
Past Line daily, at 8:10 p. m., arriving at Harrisburg 1:25 a. m., Philadelphia 6:25 a. m., and New York 5:00 a. m.
Past Line daily, at 8:10 p. m., arriving at Harrisburg 1:25 a. m., Philadelphia 6:25 a. m., New York 5:00 a. m., Philadelphia 6:20 a. m., Washington 7:20 a. m., Philadelphia 6:20 a. m., New York 5:00 a. m., Philadelphia 6:20 a. m., Washington 7:20 a. m., Philadelphia 6:20 a. m., Washington 7:20 a. m., Philadelphia 6:20 a. m., Washington 7:20 a. m., Baltimore 6:20 a. m., Washington 7:20 a. m., Philadelphia 6:20 a. m., Washington 7:20 a. m., Philadelphia 6:20 a. m., Washington 7:20 a. m., Baltimore 6:20 a. m., Washington 7:20 a. m., Washington 7:20 a. m., Philadelphia 6:20 a. m., Washington 7:20 a. m., Washington 7: York 2:50 a. m., Baltimore 6:20 a. m., Washington 7:20a. m.

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

New York City.

Johnstown Accom., 11:30 p. m., week-days, 10:30 p. m. Sundays, Greensburg Express 5:15 p. m., except Sunday.

Derry Express 11:00 a. m., except Bunday.

Wall Accom. 3:28, 6:00, 7:00, 8:25, 5:50, 9:40, 10:38, 11:00 a. m., 12:15, 6:00, 6:46, 7:25, 9:00, 10:20, 11:30, p. m., 12:10 night, except Monday. Sunday, 8:40, 10:20 a. m., 12:25, 1:00, 2:20, 4:20, 5:30, 7:20, 9:30, 10:30 p. m., 12:25, 1:00, 2:20, 4:20, 5:30, 7:20, 9:30, 10:30 p. m. m., 12:25, 1:00, 2:20, 4:20, 5:20, 7:20, 9:30, 10:30 p. m.

Wilkinsburg Accom. 5:25, 6:00, 6:18, 6:45, 7:00, 7:25, 7:40, 8:16, 8:25, 8:50, 9:40, 10:30, 11:00, 11:10 a. m., 12:01, 12:18, 12:20, 1:00, 1:07, 1:30, 2:00, 2:30, 3:15, 8:40, 4:00, 4:10, 4:25, 4:25, 4:50, 5:00, 5:15, 5:30, 8:40, 6:50, 6:00, 8:20, 6:45, 7:20, 7:25, 8:25, 9:00: 9:45, 10:20, 11:00, 11:20, and 11:10 night, except Monday, Sunday, 5:30, 8:40, 10:30, a. m., 12:25, 1:00, 1:30, 2:30, 4:20, 5:30, 7:20, 9:30, 9:30, 10:30 p. m.

Braddock Accom., 5:25, 6:00, 6:15, 6:45, 7:00, 7:25, 7:46, 8:00, 8:16, 8:25, 8:00, 9:30, 10:30, 11:30, 11:30, 2:30, 8:26, 6:30, 6:35, 6:40, 6:35, 6:30, 8:45, 4:30, 5:30, 8:46, 6:30, 6:30, 6:45, 6:30, 7:30, 7:35, 8:35, 9:30, 9:45, 10:20, 11:30, 11:30 p. m., and 12:18 night, except Monday, Sunday, S:30, 8:40, 8:30, 8:40, 10:30 p. m., 40:00, 8:10, 10:30 p. m., 40:00 p. m., 40:00

SOUTH WEST PENN RAILWAY. For Uniontown, 5:25 and 5:35 a. m., 1:29 and 4:35

MONONGAHELA DIVISION. MONONGAHFLA DIVISION12:23, 1:00, 1:30, 2:25, 4:75, 5:30, 7:25, 9:00, 9:28,
ON AND AFFER MAY 27, 1851.
For Monongahela City, West Brownsville and
Uniontown, 10:26 a. m. For Monongahela City
and West Brownsville, 7:75 and 10:86 a. m. and
4:50 p. m. On Sunday, 9:55 a. m. and 1:01 p. m.
For Monongahela City only, 1:01 and 5:35 p. m.
week days. Dravosburg accom., 6:00 a. m. and
2:20 p. m. week days. West Elizabeth accom.,
5:25 a. m., 4:15, 6:20 and 11:25 p. m. Sunday, 9:46
n. m. WEST PENNSYLVANIA DIVISION.

OF AND AFTER NOVEMBER IS 1801.
From FEDERAL STREET STATION, Allegbeny p. m. yor Butler, week-days, 6:55, 8:50, 10:40 a. m., 3:15 and 6:10 p. m. For Freeport, week-days, 6:35, 8:50, 10:40 a. m., and 4:15 5-40, 8:10, 10:20 and 11:40 p. m. Sundays, For Butler, week-days, 6:26, 8:36, 10:40 a. m., 3:13
and 6:10 p. m.

For Freeport, week-days, 6:26, 5:39, 10:40 a. m.,
1:16, 4:19, 5:40, 8:10, 10:20 and 11:40 p. m. Sundays,
19:26 and 9:20 p. m.
For Apollo, week-days, 10:40 a. m., and 5:40 p. m.
For Paulion and Blairsville, week-days, 6:25 a. m.,
2:16 and 10:20 p. m.

SP-The Excelator Baggage Express Company
will call for and check baggage from hotels and
residence. Time cards and full information can
be obtained at the ticket offices—No. 110 Fifth avenue, corner Fourth avenue and Try street, 2nd
Union station.

CHAS. E. PUGH,
General Manager.

Gen'l Pass'r Agent,

From Pittsburgh Union Station. l Jennsylvania Lines. Trains Run by Central Time. Southwest System-Pan Handle Route

Southwest System—Pan Handle Route
DEFART for Columbus, Cincinnati, Indianapolis, St.
Louis, points intérmediate and beyond: "1.20 a.m.,
"7.00 a.m., "8.46 p.m., "11.16 p.m. Arrive from same
points: "2.20 a.m., "6.00 a.m., "5.55 p.m.

DEFART for Columbus, Chicago, points intermediate
and beyond: "1.20 a.m., 12.05 p.m. Arrive from
same points: "2.20 a.m., 18.05 p.m.

DEFART for Washington, 16.15 a. m., 18.35 a.m.,
11.65 p. m., 18.30 p. m., 14.45 p.m., 14.50 p.m. Arrive
from Washington, 16.55 a.m., 17.50 a.m., 18.50 a.m.,
110.25 a.m., 12.35 p.m., 16.25 p.m.

DEFART for Wheeling, "7.00 a.m., 112.05 n'n.,
12.45 p.m., 16.10 p. m. Arrive from Wheeling,
18.45 a.m., 13.05 p.m., 16.55 p.m.

North west System—Fort Wayne Route Northwest System—Fort Wayne Route DEPART for Chicago, points intermediate and beyond \*1.30 a.m., \*7.10 a.m., \*12.20 p.m., \*1.00 p.m., \*8.46 p.m., 111.30 p.m. ARRIVA from same points: \*12.06 a.m., \*11.15 a.m., \*6.00 a.m., \*6.35 a.m., \*6.00 p.m., \*6.50 p.m.

a.m., 11.15 a.m., \*6.00 a.m., \*6.35 a.m., \*6.00 p.m., \*6.50 p.m.

DEFART for Toledo, points intermediate and beyond: 7.10 a.m., \*12.20 p.m., \*1.00 p.m., 111.20 p.m., ARRIVE from same points: 11.15 a.m., \*6.35 a.m., \*6.00 p.m., \*6.50 p.m.

DEFART 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.

DEFART for Martins Ferry, Bridgeport and Bellaire: †6.10 a.m., †12.45 p.m., †1.10 p.m. ARRIVE from same points: †5.00 a.m., †2.15 p.m., †7.00 p.m.

DEFART for New Castle, Erie, Youngstown, Ashtabula, points intermediate and beyond: †7.20 a.m., †12.30 p.m. ARRIVE from same points: †2.50 p.m., ARRIVE from same points: †2.50 p.m., ARRIVE from same points: †2.50 p.m., †7.00 p.m.

18.00 p.m.

DEPART for New Castle, Jamestown, Youngstown and Niles, †3.45 p.m. ARRIVE from same points DEPART for New Castle, Jamestown, Youngstown and Niles, 13.45 p.m. Arrive from same points: 19.10 a.m.

Depart for Youngstown, \*12.20 p.m. Arrive from Youngstown, \*6.50 p.m.

PULLMAN SLEEPING CARS AND PULLMAN DINING CARS run through, East and West, on principal trains of both Systems.

Local Sleeping Cars running 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 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 Pennsylvania Lines West of Pittsburgh.

\*Dally. 1Ez. Sunday, 1Ez. Saturday, 1Ez. Monday, JONEPH WOOD,

General Manager.

General Passenger Agent.

BALTIMORE AND OBIO RAIL HOAD.
Schedule in effect December 20, 1891. Easter



For Cincinnati and St. Louis, 7:22 a. m., 77:30
p.m.
For Cincinnati, 11:55 p. m. (Saturdav only.)
For Columbus, 7:20 a. m., 7:30 and 111:55 p. m.
For Newark, 7:20 a. m., 7:30 and 111:55 p. m.
For Newark, 7:20 a. m., 7:30 and 111:55 p. m.
For Chicago, 7:20 a. m. and 7:30 p. m.
Trains arrive from New York, Philadelphia, Baltimore and Washington, 7:20 a. m., 75:30 p. m.
From Columbus, Cincinnati and Chicago, 7:50 a. m., 78:50 p. m.
Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 7:50 p. m.
Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 9:10:45 a. m., 78:50 p. m.
Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 9:10:45 a. m., 78:50 p. m.
Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 7:20 p. 10:45 a. m., 78:50 p. m.
Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 7:20 p. 10:45 a. m., 78:50 p. m.
Parlor and sleeping cars to Baltimore, Cincinnati and Chicago, 7:20 p. 10:45 a. m., 78:50 p. m.
Parlor and sleeping cars to Baltimore, Cincinnati and Chicago, 7:20 p. m.
Parlor and sleeping cars to Baltimore, Cincinnati and Chicago, 7:20 p. m., 78:50 p. m.
Parlor and sleeping cars to Baltimore, Cincinnati and Chicago, 7:20 p. m., 78:50 p. m.
Parlor and sleeping cars to Baltimore, Cincinnati and Chicago, 7:20 p. m., 78:50 p. m., 78:50 p. m.
Parlor and sleeping cars to Baltimore, Cincinnati and Chicago, 7:20 p. m., 78:50 p. m.
Parlor and Sleeping cars to Baltimore, Cincinnati and Chicago, 7:20 p. m., 78:50 p. m.

DITTSBURG AND LAKE ERIE RAILROAD DITTSBURG AND LAKE ERIE RAILROAD
I Company: schedule in effect November 15,
1991, Central time. P. & L. E. R. R.—Depart—
For Cleveland, \*8:09 a. m., \*11:50, 4:20, \*9:45 p. m.
For Cincinnati, Chicago and St. Louis, \*1:50, \*9:45 p. m.
For Buffalo, 8:00 a. m., \*1:50, \*9:45 p. m. For Summanca, \*5:00 a. m., \*1:50, \*9:45 p. m. For Youngstown and New Castle, 8:90, \*8:00, 9:35 a. m., \*1:50, 3:20, \*4:20, 5:20, \*9:45 p.
To Chartiers, \*5:20, \*5:25, \*6:20, \*9:45 p.
To Chartiers, \*5:20, \*5:25, \*6:20, \*9:45 p.
To Chartiers, \*5:20, \*5:25, \*6:20, \*7:20, \*7:25, \*7:20, 8:55, \*7:20, 8:55, \*7:20, 8:55, \*7:20, \*8:25, \*7:20, 8:25, \*7:20, 8:25, \*7:20, 8:25, \*7:20, 8:25, \*7:20, 8:25, \*7:20, 8:25, \*7:20, 8:25, \*7:20, 8:25, \*7:20, 8:25, \*7:20, 8:25, \*7:20, \*8: 10:30 p. m. 10:30, 3:30, 74:20, 5:10, 5:20, 78:00, 79:45, 10:30 p. m. From Cleveland, 76:20 a. m., \*12:30, 5:15, 77:30 p. m. From Clucinnati, Chicago and St. Louis. \*6:30 a. m., \*12:30, 7:30 p. m. From Buffalo, \*6:30 a. m., 12:30, 9:30 p. m. From Saismauca, \*6:30, 70:00 a. m., 7:30 p. m. From Youngstown and New Castle. \*6:30, \*10:00 a. m., \*12:30, 5:15, 7:30, 9:20 p. m. From Beaver Falls, 5:20, \*6:15, 7:30, \*10:00 a. m., \*12:30, 5:15, 7:30, \*10 9:30 p. m.
P. C. & Y. trains for Mansfield, 7:35 a. m.,
12:10, 3:45 p. m. For Esplen and Beechmont, 1:25
a. m., 3:45 p. m.
P. C. & Y. trains from Mansfield, 7:05, 11:59 a.
m., 3:45 p. m.
From Beechmont, 7:05, 11:59 a. m.
P. McK. & Y. R. — DEFART—For New Haven,
8:20, 3:00 p. m. For West Newton, 73:20, 73:02,
125 p. m. p. m. For McKeesport, Elizabeth, Monongahela City and Belle Vernon, "5:45, 11:05 a. m., "4:00 p. m. From Belle Vernon, Monongahela City, Eliza-beth and McKeesport, 77:40 a. m., 1:20, "5:05 p. m. "Daily, "Bundays only, City ticket office, 629 Smithfield st.

PITTSBURG AND WESTERN RAILWAY-Trains (C'ti Stan'd time). | Leave. | Arrive Mail, Butler, Clarion, Kane... 6:40 a m 11:20 a m Akron and Eric... 7:30 a m 7:05 pm Butler Accommodation... 2:10 pm 9:00 a m Chicago Express (daily)... 2:00 pm 12:105 pm Chicago Express (daily)... 2:00 pm 12:105 pm Callenople and Foxburg... 4:15 pm 5:20 a m Butler Accommodation... 6:45 pm 7:00 am First-class fare to Chicago. 8:10 50. Second-class 6 g6.5 Pullman Buffet sleeping cars to Chicago daily

A LLEGHENY VALLEY HAILWAY CO.—ON A and after Sunday, March 20, 1922, trains will leave and arrive at Union station, Pittaburg, eastern standard time: Buffaio express leaves at 3:20 a. m., 5:30 p. m. (arriving at Buffaio at 5:45 p. m. and 7:20 a. m.); arrives at 7:10 a. m., 6:25 p. m. Old City and DuBois express—Leaves 5:20 a. m., 1:30 p. m.; arrives 1:00, 8:25, 10:50 p. m. Emienton—Leaves 4:60 p. m.; arrives 8:25 a. m., 5:25 p. m. Bat Brady—Leaves 4:60 p. m.; arrives 8:25 a. m., 5:25 p. m. Bat Brady—Leaves 4:60 p. m.; arrives 8:25 a. m., 5:25 p. m. Brae-burn—Leaves 5:20, 8:15 p. m.; arrives 8:26 a. m., 7:40 p. m. Valley Camp—Leaves 10:15 a. m., 12:35, 2:35; 11:30 p. m.; arrives 8:26 a. m., 8:20 p. m.; arrives 7:25, 4:49 p. m. Hulton—Leaves 8:26 a. m., 12:39, 2:15, 4:49 p. m. Hulton—Leaves 8:26 p. m.; arrives 7:25, m. Emieuton—Leaves 8:26 p. m.; arrives 7:25, p. m. Emieuton—Leaves 8:26 p. m.; arrives 8:15 p. m. Rittanning—Leaves 1:240 p. m.; arrives 7:10 p. m. Pullman parior buffet car on day trains and Pullman sleeping car on night trains between Fittaburg and Buffaio. Ticket offices, No 110 Fifth avenue and Union station. DavID M CARGO, General Superintendent. James, P. Anderson, General Passenger Agent.

RAILROADS.

CUNARD LINE—NEW YORK AND LIVER—POOL, VIA QUEENSTOWN—From Pier 40, North river. Fast express mail service.
Aurania, April 50, 30 m., Aurania, April 50, 8 s. m.
Servia, April 50, 8 s. m. Servia, May 14, 7 s. m.
Etruria, April 13, 2 p. m. Etruria, May 14, 7 s. m.
Etruria, April 13, 2 p. m. Etruria, May 14, 7 s. m.
Cabin passage, 80 add upward, according to ideation; second cabin, 385.
Steerage tickets to and from all parts of Europe
at very low rates.
For freight and passage apoly to the company's
office, 4 Bowling Green, New York. VERNON H.
BROWN & CO., General Agents, or CHARLES P.
SMITH, Third av. and Wood st., Agent for Pittsburg, Pa. mh28-D

STEAMERS AND EXCURSIONS.

W HITE STAR LINE—
For Queenstown and Liverpool.
Royal and United States Mail Steamers.
Germanic, Apr. 8, 2 p m Germanic, May 4, noon
Teutonic, Apr. 13, 5 p m "Teutonic, May, 11, 4 pm
Britannic, Apr. 20, noon Britannic, May, 11, 4 pm
Majestic, Apr. 22, 4 p m Majestic, May 25, 4 p m
From White Star dock, foot of West Teuthst.,
New York New York.

"Second cabin on these steamers. Saloon rates, \$50 and upward. Second cabin, \$55 and \$40. Excursion tickets on favorable terms. Steerage, from the old country, \$25; from New York, \$20.

White Star drafts payable on demand in all the principal banks throughout Great Britiain. Apply to JOHN J. McCORMICK. \$59 and \$61 Smithfield St., Pittsburg, or H. MAITLAND KERSEY, General Agent, \$59 Broadway, New York, mhs-p

NETHERLANDS LINE SAILINGS FROM NEW YORK:
March 19, 9 A. M. Saturday, WERKENDAM.
March 25, 3 P. M. Saturday, WERKENDAM.
Steamers marked's sail to and from Ansterdam;
all others to and from Rotterdam.
From Pier, foot of Fifth street, Hoboken.
First cabin, 485 to \$55; second cabin, 386. Reduced excursion tickets. Steerage at low rates. For illustrated guide and passage apply to JOHN J.
MCCORMICK, 639 Smithheld street; LOUIS MOESER, 616 Smithheld street; MAX SCHAM-BERG & CO., 327 Smithheld street.

mhl4-D

ANCHOR LINE Steamers Leave New York Every Saturday For Glasgow via Londonderry.

Rates for Saloon Passage \$45 and upward, according to accommodation and location of room, Second Cabin, 25. Steerage, \$19.

MEDITERRANEAN SERVICE:
NEW YORK TO GIBRALTAR AND NAPLES, Cabin passage, \$20 to \$100.
Passengers booked at through rates to or from any city in Great Britain or on the Continent. Drafts on London Sold at Lowest Rates.

Book of information, tours and sailing lists furnished on application to Agenta.
HENDERSON BROTHERS, 7 Bowling Green, N. Y., or J. J. McCORMICK, 53 and 40 Smithfield st. A. D. SCORER & SON, 144 Water st., opp. B. & O. Gepot, Pittsburg; F. M. SEMPLE, 10 Federal st., Allegheny. Norddeutscher Lloyd Steamship Company

Fast Line of Express Steamers New York to Southampton (London), Bremen. SPRING SAILINGS, 1892. SPRING SAILINGS, 1822.

Ems. Sat., April 3 Ems., Sat., May 21 Havel, Tues., April 3 Ems., Sat., May 21 Lahn, Tues., April 3 Ems., Sat., May 31 Lahn, Tues., April 12 Saale, Sat., May 31 Lahn, Tues., April 12 Saale, Sat., June 1 Sprue, Tues., April 16 Lahn, Tues., June 17 Sprue, Tues., April 18 Lahn, Tues., June 17 Sprue, Tues., April 18 Lahn, Tues., June 18 Lahn, Tues., April 28 Spree, Tues., June 18 Lahn, Tues., April 30 Harvel, Tues., June 18 Lahn, Tues., May 3 Ems., Sat., June 18 Lahn, Tues., May 3 Ems., Sat., June 28 Lahn, Tues., May 17 Havel, Tues., June 28 Lahn, Tues., May 17 Eibe, Sat., July 28 Lahn, Tues., May 18 Lahn, Tues., July 28 Lahn, Tues., May 18 Lahn, Tues., July 5 Spree, Tues., May 17 Eibe, Sat., July 28 Libe, Sat., Sat., May 18 Lahn, Tues., July 5 Spree, Tues., May 17 Eibe, Sat., July 5 Spree, Tues., May 18 Lahn, Tues., July 5 Spree, Tues., July 18 Time from New York to Southampton, 74 da ys From Southampton to Bremen, 34 or 30 hours. From Southampton to London, by Southwestern Railway Co., 25 hours. Trains every hour in the summer season. Ballway carriages for London await passengers in Southampton Docks on arrival of express steamers from New York.

These steamers are well known for their speed, comfort and excellent cuis fine.

MAX SCHAMBERG & CO., 527 Smtthfield st., LOUIS MOSER, 616 Smithfield st., J. F. ERNY Cashier German Savings and Dep. Bank, Agenst in 2011.

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It is the very highest grade of refined petroleum, from which, in the process of manufacture, every impurity has been elim-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 it as absolutely safe as any illuminant known.

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The second of B Address GRAY MEDICINE CO., Buffalo, N. T. Address GRAY MEDICINE CO., Buffalo, N. T. The Specific Medicine is sold by all druggists at a per package, or six packages for fa. or sent by male on receipt of money. WE GUARANTEE, and with every for the sent or money refunded.

37 On account of counterfeits we have adopted the Yellow Wrapper, the only genuine. Sold in Fittaburg by S. S. HOLFAND, cur. Smithfield and Liberty sts.

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