LOOTED BY ROBBERS

City Attorney Moreland Declares That the Municipality Is

AT THE MERCY OF SYNDICATES.

Closing the Litigation Over the Purchase of Fire Engines.

ARGUMENTS IN THE AMOSKEAG CASE

Final argument was commenced yesterday in the Silsby-Amoskeag fire engine case before George P. Hamilton, the master. George W. Guthrie appeared for H. E. Safford, a taxpayer, and others, who are the plaintiffs, and Major W. C. Moreland argued for the city. Testimony has been taken for a period covering three years, and it now looks as if the long-drawn-out contest will soon be brought to a close.

The evidence as it was given from time to time was fully published in THE DISPATCH, and it is needless to remark that much valuable space has been given up to the frequent engine tests, with which the reading public is so familiar.

When and Where the Trouble Began.

Chief Brown purchased two extra largesized Amoskeag engines for the fire department about three years ago. The Silsby Company, through Mr. Safford, claimed the specifications were so worded as to shut out specifications were so worded as to shut out all competition, and in a bill in equity they specifically charged fraud. Judge White granted a preliminary injunction, but it was soon afterward lifted by the Supreme Court. The cost of the Amoskeag engines was \$10,000, not a cent of which has been paid up to date, and the interest on the money amounts to \$1,800, all of which the city will have to pay sooner or later. Meanwhile, pending the litigation, the Amoskeag engines have been in use, and Major Moreland claims they have given eminent satisfaction.

The greater part of the day was taken up with the arguments of counsel in Mr. Hamilton's office. Nobody was present but the master, the lawyers, Mr. Safford and a few reporters. Neither side fluished, and the arguments will be resumed on Thursday. George W. Guthrie, in his presentation of the case for the plaintiffs, made these law points:

The Arguments of the Plaintiffs. Chief Brown had no authority to purchase engines, and the city never authorized him. Contracts binding the city can't be made without ordinances, and any city official paying out money without an appropriation is guilty of a crime. The evidence shows that the fire department was authorized to have it engines; that at the time of the transaction complained of it had 16 engines in active use without counting several more held as reserves, and that there had never been an ordinance authorizing the purchase of these engines.

Mr. Guthrie chained the advertisement was an world as to acclude all connection, as

authorizing the purchase of these engines.
Mr. Guthrie chained the advertisement was
so worded as to exclude all competition, as
no company could furnish an engine that
would answer the specifications excent the
Manchester Engine Company. He then reviewed the evidence in an exhaustive manner, and at times his remarks were quite
sarcastic, as, on the other hand, Major Moreland's were often facetious.
Mr. Guthrie referred to the complaint of
Chief Brown that in case different styles of
engines were bought it would be impossible
to transfer the engineers, as they would not
be familiar with the workings of the new
ones. To this Mr. Guthrie replied that
Chief Brown's men testified that engineers
are seldom transferred, and the work is not
so difficult but that it can be learned in a
short time. The Chief also testified that
the Silsby engines couldn't be repaired in
Pittsburg. The fact is none of the engines
are repaired here, and if a part is broken it
is made at the works and sent'to the city.

Two Questions by the Complainants.

Two Questions by the Complainants, Continuing, Mr. Guthrie said: "The two main questions are: Had these parties a right to make such a contract? and, if they and, wouldn't it be a ground for an injune-

had, wouldn't it be a ground for an injunction? If the injunction should be granted Mr. Brown and the Manchester Locomotive Works must look out for the engines purchased. Let the ax fall where it will; those whom it cuts must stand the pain."

Major Moreland, even before a few, is dramatic in manner, and he made a lengthy speech in which he explained the formation of the city government and the rights and powers delegated to the heads of departments. He showed that the Board of Awards consists of the Mayor and the three chiefs; that in themselves they haven't the authority to make contracts. This chiefs: that in themselves they haven't the authority to make contracts. This belongs to Councils, the legislative body. Major Moreland said: "I am glad this case is finally coming before a judicial tribunal to be tried and determined. For nearly three years it has been tried ex parte in the newspapers, possibly for the effect it will have on the Master. The act of 1857 confers on the city officers as well as the Mayor the newsrapers.

officers, as well as the Mayor, the power to act for their departments. I take issue with the other side that these men are mere hirelings, and that the Mayor has the authority to lay his hands on them and direct their affairs. They have authority conferred upon them like the Mayor. Constitutional Limit to City Debt.

"There is a constitutional limit on municipal indebtedness. It is a question whether we are up to the limit or not. If the sinking fund is counted out, we are up to the limit, but if it is allowed as an honest credit, we still have \$4,000,000 to go on. Now every year estimates are made by the heads of the year estimates are made by the heads of the departments for the next 12 months. The first thing considered is the amount of interest and other fixed charges to be raised. The Chiefs enumerate in their estimates to Councils what is needed. It lies with Councils to say what they will give for the year. At the beginning of this fiscal year we have estimates of \$5.000,000 appropriated for the expenditures of the city. Of this sum \$530,000 is donated to the Department of Public Safety. It is not subject to the Chief's warrant. The law says that for anything costing more than \$50 it must be advertised and let to the lowest bidder. That law existed when these engines were purchased. The Chiefs of the departments formed a federation to open bids received by the Controller from the public. They haven't the authority to make awards.

"Under the act of 1887 the Chief of the Department of Public Safety is held responsible for the police and fire. He has full control of them. The Chief in buying engines confessed that he was a novice in the business. He advertised, according to law, and this is epartments for the next 12 months. fessed that he was a novice in the business. He advertised, according to law, and this is the most pernicious law governing cities ever enacted. The city can't make as good a contract as an individual. Why? Because when she buys she is always confronted with an organized syndicate, Christian robbors, highwaymen, if you please."

Guthrie—That is a good reason why an injunction should be granted.

Compiled Strictly With the Law. Moreland-But it can't be done. The pur-chase of these engines was made according to law. The business was properly adver-tised. The advertisement contained a num-ber of specifications. The testimony shows ber of specifications. The testimony shows that there isn't an engine factory in the country that couldn't have built them, but instead of that, with the exception of the Amoskeag, the manufacturers said they would make the engines to conform to the specifications. Their engines were plastered over with patents, and each claimed some peculiarity that made their engines better than any other. If we had bought one there would have been endless suits for damages. The Amoskeag Company was the only one that even attempted to conform to the specifications laid down. The other people never offered what the city wanted.

haid down. The other people never offered what the city wanted.

Mr. Moreland asked the Master to put himself in Chief Brown's place, and what he would have done under the circumstances. "The other side says readvertise; but what good, to have the same thing repeated a few weeks hence? There was no competition, if you please.

"There was no choice. There was no pretense at bidding on the part of the other companies for what was advertised. The Amoskeag engines had been in use here for 30 years, and they have done their work well. This is admitted by everybody who is honest. But here is a new engine presented. You don't know anything about it. Does it make a man a thief to give \$1,000 more for a machine that he knows has been tried? machine that he knows has been tried? Wouldn't you rather pay \$10 more for a suit of clothes to a man you know than to buy a cheap one from a stranger. Experience would teach a man to do so.

Denying the Charges of Fraud, "In the bill in equity it is averred that the price paid for the engines was exorbitant; that the contract was fraudulent. The lower court granted an injunction on this ground, which was lifted by the Supreme Court. This action has eliminated the elecourt. This action has eliminated the ele-ment of fraud from the case. Not one of the witnesses has suggested anything to show fraud. If there is no fraud, then the plaintiff has no standing. Judge White in his opinion said no doubt the Department

of Awards acted honestly and Judge Magee concurred.

"The plaintiff should specify some act showing that the award was made fraudulently. The engines were delivered, and not a cent of the \$10,000 has been paid. The interest up to date has been \$1,800, and the city will have to pay for it. The engines were tried and accented, and they have been in use ever since. The city has not repudiated the contract to this day, and is satisfied with the engines. The award was ratified with the engines. The award was ratified by Councils, the legislative power of the city."

Finally, Mr. Moreland claimed that the city of Pittsburg is not a party to the suit, and even if a decree should be made against the Board of Awards, there is nothing to hold the city responsible. These men did not make the contract. It was made by Councils, and he said he knew of no power to go back of a legislative body, unless it can be proven that they confederated with the Board of Awards, and then they might be held individually for damages.

A BRIDEGROOM MISSING.

Rev. Dr. Webster Mysteriously Deserts His Young Wife-Married Only a Few Weeks, He Leaves Mrs. Webster and

Cannot Be Located-Caused by Iliness. BALTIMORE, April 5.—[Special.]—Rev. Dr. J. J. G. Webster, one of the most prominent Methodist divines in the city, lately appointed presiding elder of this district, whose recent marriage to Miss Birdie Skinner created a mild sensation in church circles, mysteriously disappeared last night, leaving his wife waiting for him at her mother's house.

It is believed that he went away while laboring under a return of the nervous trouble which prostrated him just before his marriage a few weeks ago. It was at that time thought that the determination of his wife, then Miss Birdie Skinner, to break his wife, then Miss Birdie Skinner, to break the engagement in deference to the wishes of her own and Dr. Webster's families, had a great deal to do with his sickness. Both families then consented to the marriage, which was immediately celebrated. Dr. Webster was a widower 50 years of age before this marriage, while his bride is but 24. They had returned a few days ago from their wedding tour, and last night went to call on Mrs. Skinner. He left his wife here to go, as he said, to Waverly M.

wite here to go, as he said, to Waverly M.
E. Church, to hold a quarterly conference.
This being the first since he had been elevated to the presiding eldership, his pres-

ence was important.
Dr. Webster had been in the most cheer-Dr. Webster had been in the most cheer-ful spirits during the day, and, at the time, gave no indication of being unwell. Short-ly after that he was seen at Camden station, and it is believed he took a train for some out-of-town point. The ticket seller be-lieves he sold a man answering Dr. Web-ter's he sold a man answering Dr. Webster's description a ticket to Washington.
The young wife is disconsolate, and is using every means to find him. It is believed his mental strength and physical constitution have been run down by overwork.

ROOMS to let in desirable locations, ad-certised in Wednesday's DISPATCH, Watch for them in the Cent-a-Word Col

NEED OF AN OYSTER NAVY.

ands of Bushels of Bivalves Stolen by Pirates - Tangier Islanders Get Their Backs Up, and Are Out for Blood-Hot Times Ahead.

NORFOLK, VA., April 5 .- [Special.]-Tangier Islanders, who have been attending Accomac court for the past week, on returning home heard that Tangier Sound had been swarming with oyster pirates while they had been away. Early this morning the islanders manned several sloops and proceeded to the celebrated oyster beds, where the recent battle took place. On coming up they found a large number of

boats at work on the rock.

As soon as the pirates found the islanders were after them they sailed away before the wind. The islanders succeeded in capturing one sloop, with about 50 bushels of oys-ters on board. The only persons on the sloop were Thomas Tyler, George Raans and Edward Tyler, all of Smith's Island, Md.

The islanders brought the captured boat

to Onancock this afternoon. The three men were tried at Tasley, before Judge Nelson, and sent to Accomac County Jail to await the action of the grand jury. The islanders say that while they have been attending court the pirates have stolen thousands of bushels of oysters from the Virginia waters in Tangier Sound, and that a large vessel left the sound yesterday loaded with 7,000 bushels of oysters which the pirates had taken from the Virginia waters. The islanders have their blood up, and they say they are going to exterminate the pirates. People here are asking where

LEFT A WIFE IN BRADFORD

And Went to Richmond, Where He Married

the Virginia ovster navy is.

an Actress. RICHMOND, W. VA., April 5.—[Special.]
—On March 22 William E. Ryder, of this city, married Carrie Abbott, a variety actress in Putnam's Theater Comique. His subsequent queer conduct brought about an investigation of his career, and it was discovered that he has another wife and a child living in Bradford, Pa. The police started to arrest him, but he was informed of the warrant and left the city in haste. Actors in the Comique sav that he has gone to New York. The Abbott girl is heart-

broken A telegram from Bradford says: W. E. Ryder, who is now said to be a bigamist, is a bright young man who has spent a good portion of his time in the wild West. He is an ex-scout. His lawful wife, who resides on School street in this city, does not believe that her husband would be so base as to marry another woman.

Will Interest You.

If you are sick and have not been helped, why do you not write a full description of your case to the great specialist in curing nervous and chronic diseases, Dr. Greene, of 35 West Fourteenth street, New York, known everywhere as the discoverer of Dr. Greene's Nervura, and who is without doubt the most successful physician in the cure of all long-standing complaints? Consultation in all cases is entirely free,

personally or by mail. Thousands consult him by letter, and he returns an answer to

him by letter, and he returns an answer to all perfectly explaining their diseases, giv-ing advice, etc., without charge. His success in curing diseases by his mar-velous vegetable remedies is simply won-derful, and he has made a specialty of the cure of persons at a distance through letter correspondence and treatment. In this manner thousands of people have been and thousands more are being cured, and we should advise you, if you desire a sure cure from your disease, to immediately write him all about your case. It will cost you nothing to get his very valuable advice. W

Bargains in Wall Paper. Owing to the proposed retirement from business of W. H. Barker, No. 563 Market street, he has marked down every article in his large and well-selected stock of wall paper. You are the one who will derive bene-fit, if you purchase your goods from him.

Ladies' and Misses' House and Summer Waists.

Complete new lines—see them at entrance to cloak and suit room.

Jos. Honne & Co.'s Penn Avenue Stores.

Custom-Made

Suits in nobby cassimeres, cheviots, worsteds, etc. They'll be sure to please; only \$23, \$25 and \$27 at Saller & Co.'s, corner Sniith-field and Diamond streets. wasn

REMEMBER this is the day to buy a good horse at the auction sale, 310 and 312 Ohio street, Allegheny.

A FIFTH AVENUE property, near Market street, for sale at auction. See Black & Baird's ad., 3d page.

EASTER Millinery opening, Grand Millinery opening, Grand Millinery opening To-day at Rosenbaum & Co.'s.

FURNITURE packed, hauled and stored.
HAUGH & KEENAN, 33 Water street.
Wau

FIFTH SAND DUSTERS

Two Dry Holes Were Finished Up at McDonald Yesterday.

OUTPUT OF OIL WELLS INCREASED.

One Hundred Quarts of Glycerine to Be Put

Into the McMurray. WELLS STARTING AT SISTERSVILLE

Two dry holes were reported in the Mc-Donald field yesterday. They are both through the fifth sand. One is located on

the northwestern edge of the field, and the other is west of Noblestown. The production of the field took another

The production of the field took another spurt, and was estimated at 29,000 barrels. This is a jump of 3,000 barrels since Saturday. The owners of old wells are using every means to get the oil out of their wells as fast as possible, and scarcely a day goes by that several of their are not shot. The Forest Oil Company's No. 1, on the Jane Stewart farm, was stirred up yesterday and went from 50 to 75 barrels an hour.

J. M. Guffey, Russell & McMullen shot their well on the Wettengel property, west of Oakdale, yesterday, and it increased from 20 to 75 barrels an hour.

Greenlee & Forst's No. 1 on the National Coal Company's property was agitated, and increased from 40 to 65 barrels an hour.

The same party's No. 1 McMurray was reported to be doing 125 barrels an hour, an increase of 15 barrels an hour since the day before.

before.

Their No. 1 on the Potter lot north of Noblestown, was showing for a good Gordon sander last night.

The Two Dry Holes. One of the dry holes was Greenlee & Forst's No. 1 McGrady, located about 800 feet west of Noblestown. It is in the vicinity of

Forst's No. 1 McGrady, located about 800 feet west of Noblestown. It is in the vicinity of Storey & Co.'s well on the brickyard lot, which was also practically dry in the fifth. It is a small well in the Gordon sand.

The other duster is Guffey & Queen's No. 3 on the H. H. Wetmore farm, northwest of Oakdale. It is a big gasser in the fifth sand, and is to be connected with the Oakdale Gas Company's lines.

Meroer & McGurg's well, on the McMurray seven acres, which was dry in the fifth yesterday, will be given a 100-quart shot to-day with the hope of breaking into some soft rock which will contain enough oil to make it a producer. The owners claim that it will make 100 barrels a day from the Gordon sand. It was one of the biggest surprises in the filed, as it is on a direct line between two nice fitth sand producers.

Brown Bros., Robison & Co.'s No. 1 McMurray, which has been dropped from the list of wells making 20 barrels an hour or more, was zeported by one of the owners to be making 17 barrels an hour last evening.

The Bear Creek Refining Company's No. 3 on the Campbell farm is due in the fifth sand this week. It is located only a few hundred fect southwest from the Wettengel wall and its chances are first-class for a good producer.

Starting Some New Wells. Mercer & McClurg nave made a location for No. 2 on the McMurray seven acres, and they also purchased the Guy property ad-

they also purchased the Guy property adjoining the Wettengel on the east, and have started a rig.

Greenlee & Forst have also made several locations on the Marshail farm south and southwest of the present developments.

Brown Bros., Robison & Co.'s No. 2, on the McMurray, is down 1,500 feet. It is the farthest well drilling to the south at this point. The Forest Oil Company's test well, on the Stirling farm, a mile in advance to the southwest, is on top of the Gordon.

The New York Oil Company's No. 2 on the Fife farm will probably get the fifth sand today or to-morrow. It was their No.1 Fife which opened up the Fife pool, or as much as is known of it. Values around it have taken a tumble within the past week, as two dry fifth sanders have been finished up.

Activity Near Sistersville.

Activity Near Sistersville. SISTERSVILLE-Ludwig & Mooney are still unable to run the tools in their well above town owing to the heavy pressure of gas. Hannon Bros. have started to spud in their Steele lease well, 300 feet north of Smith & Shay's 125 barrel pumper.

McFadden & Co, are ready to spud on the A. and S. Thistle farm east of town.

J. C. Tennant has a rig up on the McCor-mack and Morrison farm.

Smith & Shav have commenced to spud on the Gillesnie, Roome, and Stocking lots.

Parker & Co. are spudding on the Gillespie plan of lots back of town.

Guffey & Co. are down 600 feet on the J. B.

McCoy farm. McCoy farm.
Connelly Bros. are down 300 feet on the

Daily & Dutton are down 1,250 feet on the McCoy lot near Smith & Shay's well.
Ludwig & Mooney have made a location on the S. M. Coach farm. The McDonald Gauges. The following estimates were submitted by the gaugers of the Southwestern Penn-

sylvania Pipe Line Company.

The production of the field was 29,000, 6,599 more than the day before. The hourly gauges were as follows: Matthews' No. 3, 25; Jennings, Guffey & Co.'s Herron No. 4, 35; Devonian Oil Company's Nos. 1 and 2 Boyce, 25; Oakdale Oil Company's Nos. 2 and 3 Baldwin, 45; Forest Oil Company's No.

and 3 Baldwin, 45: Forest Oil Company's No. 1 M. Wri-ht. 30: No. 1 Jane Stewart, 75: Russell, McMullen & Co.'s No. 1 Wettengel, 20: Greenlee & Forst No. 1 National Coal Company, 65: No. 1 McMurray, 125: production, 20:002. Stock in field, 56:000.

The runs of the Southwest Pennsylvania Pipe Line Company from McDonald Monday were 36:9:8: outside of McDonald, 9.701. The National Transit runs were 35:775: shipments, 12:452. Southern Pipe Line shipments, 12:452. New York Transit shipments, 32:179. Eureka shipments, 2,234. Macksburg division of the Buckeye P. L. Co., 1,718. Yesterday's Market Features.

Trading was light, but there was a good undertone, the finish being next to the highest point of the day. The opening was \$7%c,
highest 58c, lowest 57%c, close 57%c. There
was no change in refined. Daily average
shipments, 85,269.

Oh City, April 5.—National Transit Certificates opened at 57%c. highest, 57%c; lowest,
57%c; closed at 57%c. Sales, 37,00 barrels;
closerances, 208 000 barrels; shipments, 113,067
barrels; runs, 106,358 bayrels.

BRADFORD, April 5.—National Transit Certificates opened at 57%c; closed at 57%c; highest, 57%c; lowest, 57%c; l andertone, the finish being next to the highrels.

New York. April 5.—Petroleum was neglected, opening dull and remaining so all day. Pennsylvania oil, spot, sales none; April option, 57%c; Lima oil, no sales; total sales, 3,000 barrels.

OPENING THE SPRING SEASON.

A Novel Enterprise-Everyone Invited-Everybody Expected-P. C. C. C., Clothiers. Thursday, April 7, special grand exhibi-tion of the finest suits and spring overcoats ever offered. You can take your choice just for a day for \$15. There will be no flowers, tion of the finest suits and spring overcoats ever offered. You can take your choice just for a day for \$15. There will be no flowers, no music or extravagant expenditure of money at this grand opening of ours. The benefit will be given directly to our customers. The money that would ordinarily be expended with a lavish hand for music, decorations and fixings (and which does not benefit the people) will go right into your pockets. Read about our opening offer on Thursday, April 7. In order to introduce our new spring stock and prove to the people that we really carry the finest line of clothing in Pittsburg (better by far than any other clothing house shows), we shall sell goods at cost, and even less than cost, just for this one day. Read how we will do it. No one ever attempted it before. On Thursday, April 7, you have our permission to walk through our establishment and select any suit or spring overcoat from our \$250,000 stock for \$15. It matters not whether it is marked \$40, \$30 or \$25, you can take your choice for \$15, for this one day. We want neople to call who understand goods and appreciate values. Superb dress suits, full dress suits, business cutaways and Prince Alberts all go for \$15 on Thursday.

Men's imported cheviots, vicunas and elegant clay diagonals, perfect in fit and finish, marked now \$25 and \$30 at \$15 Thursday.

Men's legant dress suits, finest silk cassimeres, the newest shades of browns and tans and French piques, lired and trimmed faultlessly, equal to Al merchant tailors' garments, marked price \$30 and \$35, tailors charge \$50 for their equal: you can select one Thursday for \$15. The new English plaids and checks, small pin heads, the new whip cords and changeable plaids, best of imported goods, sack or cutaway styles, made in the height of fashion, worth easily \$28 to \$35, for this Thursday you can choose one for \$15. Exquisite fall dress coats and vests, West of England cloth, worth \$40, Thursday price \$15. Our entire stock of spring overcoats, your choice Thursday only remember, \$

NEW ADVERTISEMENTS.

TO KNOW WHO TO BELIEVE. YOU CAN SWALLOW THESE FACTS because they digest very easily. The substance of this is not QUOTED WITH MAGNETIC POISON. It is the words dictated by an HONORABLE FIRM, not mere talk put together to act as bait for those that do not use the necessary amount of good discretion. It contains the WORDS OF TRUTH,



This is where we pride ourselves as leaders, because our assortment is thoroughly complete in every respect. The Child's Suits that we offer at

\$3, \$5, \$6 and \$7 Must be examined to be appreciated, and we know you will give us

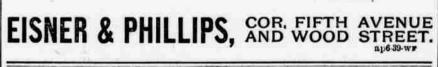
Messrs. Eisner & Phillips wish it mpressed on the minds of the public that they will give to every purchaser in the

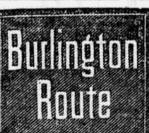
BOYS' AND CHILDREN'S Where the purchase amounts

to \$5,

REGULATION SIZE FOOT BALL,

ANY CHARGE.





BEST LINE CHICAGO ... ST. LOUIS

Pacific Coast.



THE NEXT MORNING I FEEL BRIGHT AND NEW AND MY COMPLEXION IS BETTER.

LANE'S MEDIGINE

de23-42-TWThs

We think we value health; but are all the time making sacrifices, not for it, but of it. We do to-day what we must

or like; we do what is good

for us-when we have to. We could live in full health, do more work, have more pleasure, amount to more, by being a little careful.

CAREFUL LIVING is the thing to put first; let us send you a book on it; free.

Scorr & Bowne, Chemists, 13s South 5th Avenue, New York. Your druggist keeps Scott's Emulsion of cod-liver oil—all druggists everywhere do. \$1.

UNITABIAN PUBLICATIONS FREE SATURDAY NEXT, APRIL 9. Square, Pittsburg. Mary Lyman, 19 Oakiand is-13-42

NEW SENSATIONAL STORIES.

All the Talk of

They come in all the popular cuts

and shades from

\$2 TO \$9.

You will appreciate them as others do.

ORIGINAL SERIES. THE DISPATCH

SHORT MANUSCRIPTS, comprising Tales of a Surprising, Supernatural, Detective and Romantic Character, from the pen of

SIR GILBERT E. CAMPBELL, AUTHOR OF

"The Avenging Hand," "Real Detective Stories," "The Mystery of Mandeville Square," Etc., Etc.

The New Series will appear under the

SCENES FROM LIFE'S STAGE

SIR GILBERT E. CAMPBELL,

EACH CONTRIBUTION to the Series will

PUBLICATION WILL COMMENCE

Series will be of very varied character.

NEXT SATURDAY, APRIL 9. A Complete Story

EVERY SATURDAY MORNING

Until the Completion of THE RESPECTIVE TITLES ARE:

L-A BLACK PIN.

2-THE 9:45 EXPRESS. 8-THE CLINK OF THE SHOE

4- A DISTINGUISHED VISITOR.

5.- IN THE DEER PARK. 6.-THE MAJOR.

7.-THE LION'S BRIDE. 8.- A MODERN FRANKENSTEIN

9.-THREE LIVES.

10.-A SUBURBAN DRAMA.

The above Series of Original Copyrighted DETECTIVE STORIES can only be secured through THE DISPATCH. Watch for

SIR GILBERT E. CAMPBELL, BART. COMMENCE PUBLICATION IN

OUR COLUMNS ON

RAILROADS.

PENNSYLVANIA RAILROAD. SCHEDULE IN EFFECT DECIMBER 2s, 1891.
Trains will leave Union Station, Pittsburg,
as follows (Eastern Standard Time):—
MAIN LINE EASTWARD.

rivania Limited of Puliman Vestibule Cars at 7:15 a.m., arriving at Harrisburg at 1:55 Philadelphia at 4:5 p.m., New York 7:00 Baltimore 4:40 p. m., Washington 5:55 p. m., Baltimore 4:40 p. m., Washington 5:35 p. m., Baltimore 4:40 p. m., Washington 5:35 p. m., Britadeiphia 11:25 a. m., Arriving at Harrisburg 8:25 a. m., Philadeiphia 11:25 a. m., Aiantic Express daily at 3:30 a. m., arriving at Harrisburg 10:30 p. m., Philadeiphia 1:25 p. m., New York 3:50 p. m., Baltimore 1:15 p. m., Washington 2:20 p. m. Baltimore 1:15 p. m., Washington 2:20 p. m. Harrisburg 2:26 p. m.

Day Express daily at 8:00 a. m., arriving at Harrisburg 3:20 p. m., Baltimore 6:45 p. m., Washington 8:15 p. m. Baltimore 6:45 p. m., Washington 8:15 p. m. Baltimore 6:45 p. m., Washington 8:15 p. m. Philadeiphia 10:35 p. m. Mail train Sunday only, 8:40 a. m., arriving at Harrisburg 7:00 p. m., Philadeiphia 10:35 p. m. Mail Express daily at 1:00 p. m., arriving at Harrisburg 10:30 p. m., connecting at Harrisburg with Philadelphia Express. eral Passenger Agent. NETHERLANDS LINE

For Uniontown, 5:25 and 8:35 a. m., 1:20 and 4:25 week days.

week days.

MONONGARPILA DIVISION12:25, 1:00, 1:20, 2:20, 4:20, 5:20, 7:20, 0:00, 9:28,
ON AND AFTER MAY 25, 1891.

For Monongahela City, West Brownsville and
Uniontown, 10:40 s. m. For Monongahela City
and West Brownsville, 7:25 and 10:40 s. m. and
4:50 p. m. On Sunday, 4:55 s. m. and 1:01 p. m.
For Monongahela City only, 1:01 and 5:59 p. m.,
week days, Dravosburg accom., 6:50 s. m. and
2:20 p. m. week days. West Elizabeth accom.,
8:25 s. m., 4:15, 6:30 and 11:35 p. m. Sunday, 9:46 p. in.
WEST PENNSYLVANIA DIVISION.
OW AND AFTER NOVEMBER IS, 1501.
From FEDERAL STREET STATION, Allegheny
City—

por Butler, week-days, 6:55, 8:50, 10:40 a. ra., 3:15 For Butler, week-days, 6:16, 6:36, 10:36 a. m., and 6:10 p. m.

For Freeport, week-days, 6:38, 8:30, 19:46 a. m., 2:16, 4:19, 5:40, 8:10, 10:30 and 11:40 p. m. 8-undays, 12:36 and 9:30 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., 2:15 and 19:30 p. m.

2:15 and 19:30 p. m.

2:The Excelsior Baggage Express Company will call for and check baggage from hotels and residencet. Time cards and full information can be obtained at the ticket offices.—No. 110 Firth avalue, corner Fourth avenue and Try street, and Union station.

CHAS, E. PUGH,

General Manager.

Gen'l Pass'r Agent.

From Pittsburgh Union Station. Trains Run by Central Time.

Southwest System-Pan Handle Route Southwest System—Pan Handle Route
Depart for Columbus, Cincinnati, Indianapole, St.
Louis, points intermediate and beyond: "1.20 a.m.,
"7.00 a.m., "8.45 p.m., "11.15 p.m. Arrive from same
points: "2.20 a.m., "6.00 a.m., "6.55 p.m.
Depart for Columbus, Chicago, points intermediate
and beyond: "1.20 a.m., †12.95 p.m. Arrive from
same points: "2.20 a.m., †13.05 p.m.
Depart for Washington, †6.15 a. m., †8.35 a.m.,
†1.55 p. m., †8.30 p. m., †4.45 p. m., †4.50 p. m. Arrive
from Washington, †6.55 a.m., †7.50 a.m., †8.50 a.m.,
†10.25 a.m., †2.35 p. m., †6.25 p. m.
Depart for Wheeling, "7.00 a.m., †12.05 n.n.,
†2.45 p. m., †6.10 p. m. Arrive from Wheeling,
†8.45 a.m., †3.05 p. m. *5.55 p. m.
Worthwest System—Fort Wayne Route Northwest System-Fort Wayne Route DRPART 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. Artive 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.

*6.50 p.m., DEFART for Toledo, points intermediate and beyond: *7.10a.m.,*12.20p.m., *1.00p.m., 111.20 p.m., ARRIVE from same points: \$1.15 a.m., *6.35 a.m., *6.00p.m., *6.50 a.m. *6.50 p.m.

*0.50 p.m.

DEPART for Cleveland, points intermediate and beyond: †6.10 a.m., *7.10 a.m., †12.45 p.m., beyond: *6.50 a.m., beyond: †6.10 a.m., *7.10 a.m., †12.45 p.m., *11.05 p.m. Arrive from same points: *5.50 a.m., †2.15 p.m., *6.00 p.m., †7.00 p.m.

DEPART for Martins Ferry, Bridgeport and Bellaire 16.10 a.m., †12.45 p.m., †4.10 p.m. Arrive from same points: †9.00 a.m., †2.12 p.m., †7.00 p.m.

DEPART for New Castle, Erie, Youngstown, Ashtabula, points intermediate and beyond: †7.20 a.m., †12.20 p.m. Arrive from same points: †1.25 p.m., †4.00 p.m.

112.20 p.m. Arrive from same points: †1.25 p.m., †2.00 p.m.

DEFART for New Castle, Jamestown, Youngstown and Niles, †3.45 p.m. Arrive from same points: †8.10 a.m.

DEFART for Youngstown, *12.20 p.m. Arrive from Youngstown, *6.50 p.m.

PULLMAN SLEEPING CARS AND PULLMAN DINING CARS min 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.

Daily, †Ex. Sunday, †Ex. Saturday, ¶Ex. Monday. Daily, tEx. Sunday, IEx. Saturday, TEx. Monday JOSEPH WOOD, E. A. FORD,

Seporal Passenger Agent

BALTIMORE AND OHIO RAILHOAD. Eastern For Washington, D. C.,

Baltimore, Philadelphia and New York, "5500 a, m. and "5100 p, m.

For Camberland, "6:50, "5:00 a, m., itil0, "9:29 p, m.

For Connellsville, "6:50, "5:00 a, m., itil0, 24:15, 3:00 and "9:20 p, m.

For Uniontown, 16:50, "5:00 \$5:30 a, m., itil0, 24:15, and 15:00 p, m.

For Washington, Pa., "7:20 and 19:30 a, m., '4:00, '4:15 and 15:00 p, m.

For Wheeling, "7:20, 19:30 a, m., "4:00, "7:30 and lli35 p, m.

For Cincinnati and St. Louis, "7:22 a, m., 7:30 p, m.

For Cincinnati and St. Louis, "7:22 a, m., 7:30 p, m.

For Cincinnati and St. Louis, "7:22 a, m., 7:30 p, m.

For Cincinnati and St. Louis, "7:22 a, m., 7:30 p, m.

For Cincinnati and St. Louis, "7:22 a, m., 7:30 p, m.

For Cincinnati and St. Louis, "7:22 a, m., 7:30 p, m.

For Cincinnati and St. Louis, 7:22 a. m., 7:30 p.m.

For Cincinnati, 11:55 p. m. (Saturday only.)
For Columbus, 7:20 a. m., 7:30 and 11:55 p. m.
For Newark, 7:20 a. m., 7:30 and 11:55 p. m.
For Chicago, 7:20 a. m. and 7:20 p. m.
For Chicago, 7:20 a. m. and 7:20 p. m.
From Columbus, Cincinnati and Chicago, 7:30 a. m.
From Columbus, Cincinnati and Chicago, 7:30 a. m., 78:50 p. m.
Parior and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 7:30 p. m.
Parior and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 7:30 p. m.
Parior and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 7:30 p. m.
Parior and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 7:30 p. m.
Parior and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 7:30 p. m.
Parior and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 7:30 p. m.
Parior and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 7:30 p. m.
Parior and sleeping cars to Baltimore, Washington, Chang only 1:30 p. m.
Parior and sleeping cars to Baltimore, Washington, Chang only 1:30 p. m.
Parior and sleeping cars to Baltimore, Washington, Chang only 1:30 p. m.
Parior and sleeping cars to Baltimore, Washington, Chang only 1:30 p. m.
Parior and St. Santa on St. Sa J. T. ODELL, General Manager. Gen. Pass. Agent.

DITTSBURG AND LAKE FRIE RAILEOAD R. 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 Cleveland, "8:00 a. m., "1:50, 4:20, "9:45 p. m. For Cleveland, "8:00 a. m., "1:50, 4:20, "9:45 p. m. For Buffalo, 8:00 a. m., 4:20, "9:45 p. m. For Salamanca, "8:00 a. m., "1:50, "4:45 p. m. For Youngstown and New Castle, 6:00, "8:00, 9:25 a. m., "1:50, 4:20, "9:45 p. m. For Rouver Falls, 6:00, 7:00, "8:00, 9:25 a. m., "1:50, 8:23, 6:00, 7:50, 7:55, 8:30, 9:45 p. m. For Beaver Falls, 6:00, 7:00, 7:35, "7:20, 8:35, "9:10, 9:55, 7:10, 5:20, "9:55, 7:20, 8:55, "9:10, 9:55, 7:10, 5:20, "8:00, 19:45, 10:30 p. m.

ARRIVE.—From Cleveland, "5:20 a. m., "12:30, 5:13, "7:30 p. m. From Clement, Chicago and St. Louis, "6:30 a. m., "12:30, 7:30 p. m. From Salamanca, 6:30, "10:50 a. m., "12:30, p. m. From Youngstown and New Castle, "6:30, "10:50 a. m., "12:30, 5:15, "120, 9:50, p. m. From Beaver Falls, 5:20, "5:15, "120, 9:00 a. m., "12:30, 5:15, "120, 9:00 a. m., "12:30, 5:30, "10:00 a. m., "12:30, 5:30, "30, p. m. Prom Character Falls, 5:20, "5:15, "120, 9:00 a. m., "12:30, 5:15, "120, 5:15, "120, 9:00 a. m., "12:30, 5:15, "120, 5:15, "120, 9:00 a. m., "12:30, 5:15, "120, 5:15, "120, 9:00 a. m., "12:30, 5:10, "120, 5:15, "120, 5:15, "120, 9:00 a. m., "12:30, 1:20, 5:15, "120, 5:15, "120, 9:00 a. m., "12:30, 1:20, 5:15, "120, 9:00 a. m., "12:30, 1:20, 5:15, "120, 9:00 a. m., "12:30, 1:20, 7:00 a. m., "1 5:20, *5:15, 7:20, *16:00 a. m., *12:20, 1:20, 3:15, 7:30, 9:30 p. m. P. C. & Y. trains for Mansfeld, 7:35 a. m., 12:10, 3:45 p. m. For Esplen and Beechmont, 1:35 a. m., 3:45 p. m. P. C. & Y. trains from Mansfeld, 7:05, 11:59 a. m., 3:35 p. m. From Beechmont, 7:05, 11:59 a. m., 3:35 p. m. From Beechmont, 7:05, 11:59 a. m., 2:35, 3:00 p. m. For West Newton, *8:20, *3:00, 5:55 p. m. m., 3:35 p. m. Fr.R.R.—DEPAR.
P. McK. & Y. R.R.—DEPAR.
S:20, 3:00 p. m. For West Newton, "6:25, p. m.
ARRIVE.—From New Haven, "9:00 a. m., "4:05 p.
ARRIVE.—From West Newton, 6:15, "9:00 a. m., "4:05 p.
m. From West Newton, 6:15, "9:00 a. m., "4:05 p.
Elizabeth, Monongahels City

m. "4:00 p. m. Elizabeth, m. "5:00 p. m. "Elizabeth, m. "5:00 p. m. "5:00 p. m. "Elizabeth, m. "5:00 p. m. "5:00 p.

p. mr McKeesport, Elizabeth, Monongahela City For McKeesport, Elizabeth, Monongahela City and Belle Vernon, "5:45, 11:05 a. m., "4:90 p. m. From Belle Vernon, Monongahela City, Eliza-beth and McKeesport, 7:40 a. m., 1:20, "5:05 p. m. "Daily, "Sandayson!". City ticket offee, 6:09 Smithfield st. PITTSBURG AND WESTERN RAILWAY-Trains (C'ti Stan'd time). Leave. Arrive. Mail, Butler, Clariou, Kane. 6:40 a m 11:30 a m
Akron and Erie. 7:30 a m 7:05 p m
Butler Accommodation 2:10 p m 9:00 a m
Chicago Express (daily) 2:00 p m 12:05 p m
Butler Accommodation 5:15 p m 5:20 a m
Butler Accommodation 5:45 p m 7:00 a m
First-class fare td Chicago, \$10 50. Second-class 50,5 P ullman Buflet sleeping cars to Chicago daily ALLEGHENY VALLEY RAILWAY CO. ON A and after Sunday. March 29, 1892, trains will leave and arrive at Union station. Pittsburg eastern standard time: Buffalo express leaves at 8:23 a.m., 8:50 p. m. (arriving at Buffalo at 5:48 p. m. and 7:20 a. m.); arrives at 7:10 a. m., 6:35 p. m. (100 City and DuBols express—Leaves 8:20 a. m., 1:20 p. m.; arrives 1:00, 6:33, 10:50 p. m. Emilenton—Leaves 4:00 p. m.; arrives 1:00 a. m. East Brady—Leaves 4:00 p. m.; arrives 3:05 a. m., 5:30 p. m.; arrives 5:05 a. m., 5:30 p. m.; arrives 5:05 a. m., 7:40 p. m. Valley Camp—Leaves 10:15 a. m., 12:05, 2:05 p. m.; arrives 6:40 a. m., 12:05, 2:15, 4:46 p. m. Hulton—Leaves 8:05 a. m., 5:30 p. m.; arrives 7:15 p. m. Emilenton—Leaves 9:05 a. m.; arrives 9:15 p. m. Emilenton—Leaves 9:05 a. m.; arrives 9:15 p. m. Emilenton—Leaves 9:05 a. m.; arrives 9:15 p. m. Emilenton—Leaves 9:05 p. m.; arrives 9:15 p. m. Braeburn—Leaves 9:05 p. m. man sleeping car on night trains between Pittsbur and Buffalo. Ticket offices. No 110 Fifth avenu and Union station. DAVID M'CARGO, General Superintendent. JAMES. P. ANDERSON, Geo

RAILROADS

STEAMERS AND EXCURSIONS.

SAILINGS FROM NEW YORK:
April 2, 2:20 A. M. Saturday, OBDAM.
April 6, 1 P. M. Wednesday, "ROTTERDAM.
Steamers marked" sail to and from Amsterdam;
all others to and from Rotterdam.
From Pier, foot of Fifth street, Hoboken.
First cabin, \$50 to \$50; second cabin, \$56. Reduced excursion tickets. Steerage at low rates. For illustrated guide and passage apply to JOHN J.
MCCORMICK. 639 Smithfield street; LOUIS
MOESER, \$66 Smithfield street; MAX SCHAMBERG & CO., \$27 Smithfield street.

WHITE STAR LINE—
For Queenstown and Liverpool,
Royal and United States Mail Steamers.

"Feutonic, Apr. 13, 5 p m; "Feutonic, May. 11, 4 pm
Britannic, Apr. 20, noon Britannic, Mayl 10:20am
"Majestic, Apr. 27, 4 p m "Majestic, May 23, 4 p m
Germanic, May 4, noon Germanic, June 1, 10:20am From White Star dock, foot or West Tenin 3k.
New York.
*Second cabin on these steamers. Saloon rates,
\$60 and upward. Second cabin, \$10 and \$55. Excursion tickets on favorable terms. Steerage, from the
old country, \$25. from New York, \$20.
White Star drafts nayable on demand in all the
principal banks throughout Great Britain. Apply
to JOHN J. McCOPMICK, \$39 and \$40 Smithfield
st., Pittsburg, or H. MAITLAND KERSEY, General Agent, 23 Broadway, New York, 2pl-D From White Star dock, foot or West Tenth st.

ANCHOR LINE.

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

NEW YORK TO GIBRALTAB AND NAPLES, Cabin passage, \$50 to \$100.

Passengers booked at through rates to or from any city in Great Britain or on the Continent.

INMAN LINE.

City of Paris and City of New York, 10,500 tons each, City of Berlin, City of Chicago, City of Chester. PROM NEW YORK:

City of Paris, Wednesday, April 6, 12:20 r. m. City of Berlin, Wednesday, April 13, 6:30 a.m. City of New York, Wed'day, April 20,10:30 a.m. City of Chicago, Wedn'sday, April 27, 6:30 r.m. For rates of passage and other informa-

INTERNATIONAL NAVIGATION COM-PANY, Gen'l Agents, 6 Bowling Green, New York, or to J. J. McCoRMICK, 639 Smithfield st., Pittsburg. mbl7-mwy

RED STAR LINE. Weekly between New York and Antwerp The splendid, first-class, full-powered

Staterooms all on main deck.

First cabin, \$50 and upward; excursion tickets, \$55 and upward; second cabin, \$33 round trip, 10 per cent reduction; steerage at very low rates. Send for "Facts for Travellers."

International Navigation Company, GENERAL AGENTS, No. 6 Bowling Green, New York, AGENTS: J. J. McCormick, 399 Smithfield street. Louis Moeser, 616 Smithfield street.

Norddeutscher Lloyd Steamship Company.

New York to Southampton (London), Bremen.

SPEINGS SAILLINGS, 1822.

Havel, Tues., April 9 Havel, Tues., May 31
Laha, Tues., April 19 Havel, Tues., May 11
Laha, Tues., April 19 Havel, Tues., May 11
Laha, Tues., April 19 Lahn, Tues., June 17
Spree, Tues., April 19 Lahn, Tues., June 17
Spree, Tues., April 19 Tess., June 17
Laha, Tues., May 19 Trave, Tues., June 18
Laha, Tues., May 7 Havel, Tues., June 18
Laha, Tues., May 17 Lahn, Tues., June 18
Laha, Tues., May 18 Lahn, Tues., June 18
Laha, Tues., May 18 Lahn, Tues., Juley 18
Laha, Tues., May 18
Laha, Tues., M SPEING SAILINGS, 1892.

OIL WELL SUPPLIES, After 19 Years of Trial, ELAINE,

FAMILY SAFEGUARD OIL, eded to be the Best and Safest Off

NEVER VARIES IN QUALITY.

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 nover chill in the coldest temperature known on this continent.

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Can be Burned in Any Petroleum Lamp. A POSITIVE PROTECTION FROM LAMP EXPLOSIONS.

KNOWN. ELAINE! The Family OIL.

Elaine cannot be improved upon. WARDEN & OXNARD, MANUFACTURERS,

MERVOUS SUFFERERS from your

Steamers Leave New York Every Saturday

For Glasgow via Londonderry.

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HENDERSON BROTHERS, 7 Bowling Green, N.
Y., or J. J. MCCORMICK, 639 and 401 Smithfield st.
A. D. SCORER & SON, 144 Water st., opp. B. &
O. depot, Pittsburg; F. M. SEMFLE, 10 Federal
st., Allegheny.

tion, apply to

The spicado, first-class, full-powered steamers Westernland, Wednesday, April 6, 1:30 r. m. Noordland, Wednesday, April 13, 6:30 a. m. Friesland, Wednesday, April 27, 6:90 a. m. Saloons, staterooms, smoking and bath rooms amidships, Second cabin accommoda-tions unexcelled. Staterooms all on main deck.

J. F. Erny, German Savings Bank. Fast Line of Express Steamers New York to Southampton (London), Bremen.

These steamers are well known comfort and excellent cuis ne.

MAX SCHAMBERG & CD., MT Smithfield st., J. F. ERNY LOUIS MOSER, 616 Smithfield st., J. F. ERNY Cashler German Savings and Dep. Bank, Agents app. 2

Cannot be Exploded.

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

MAKES THE SAFEST AND BEST LIGHT

Million Gallons ELAINE sold in 18 Years From 1873 to 1892,

PITTSBURG PA