RAUM CALLED A LIAR.

An Exciting Episode in the Pension Office Investigation.

MR. ENLOE GETS INTO A PASSION

And Tells the Commissioner Several Times That He Lies.

NO BLOWS ALLOWED TO BE STRUCK

WASHINGTON, April 26.-There was remarkable scene to-day in the room where the Raum investigation was proceeding. Representative Enloe, one of the prosecutors in the case, called Commissioner Raum s liar, and attempted to make a personal assault upon him, and was only prevented from earrying out his purpose by the interference of other members of the committee. The utmost excitement prevailed, and was quelled only by a prompt adjournment. The trouble began with an inquiry as to whether or not Commissioner Raum had furnished Special Examiner Greenwalt with \$15 to be used for the purpose of entrapping on attorney named Foote, of Kalamazoo, Mich., suspected of being en-gaged in buying forbidden information with reference to pension cases.

The Commissioner said he had not given

Mr. Greenwalt the money.

Mr. Enloe asked if, after an adjournmen of the committee on a previous day, Mr. Raum had not, right at the table around which they were sitting, so stated to him

(Mr. Enloe).

The Commissioner replied that he had not, for such was not the fact. Mr. Enloe repeated the query several times, which led Mr. Payson to inquire it

Mr. Enloe didn't already have a sufficiently square denial from the witness. The Lie in Kaum's Very Teeth. Commissioner Raum, turning round in his chair, added: "Do you want another denial?" addressing himself to Mr. Euloe. That gentleman flushed quickly at the re-

That gentleman flushed quickly at the remark, became intensely excited on the instant, and hotly exclaimed: "You are a liar! you did say so!" rose to his feet, and in his excitement grasped a small glass sponge cup on the table in front of him, and made a forward movement to get at the Commissioner, who was sitting in the wit-ness chair immediately across the table and

about six feet away.

The suddenness of the violent turn given affairs took all hands by surprise. The Chairman, Representative Wheeler, of Michigan, Representative Cooper, of Indians, and one or two others were seated in chairs between Mr. Enloc and the witness. They rose as hastily as possible, as did Com-missioner Raum, who became almost as excited as his opponent. The members of the committee and Mr. Cooper seized Mr. Enloe and held him before he could get around the corner of the table. They forcibly prevented him from proceeding further, and in the confusion Mr. Enloe exclaimed: "You did say it!" to which the Commissioner re-torted, "I say I didn't."

The Commissioner Not Afraid.

As Mr. Euloe, at this, made a fresh effort to free himself, the Commissioner shouted: I want no difficulty, with you or anybody else; but the man doesn't live that I fear."
Mr. Enloe renewed his struggles, but his efforts to get away were unavailing. The Commissioner reiterated, "The man don't live that I fear," and then, to avoid trouble, he took up his hat and marched out of the room, Chairman Wheeler, just as he was going out the door, calling out that there was no need for the witness to leave, as he would be amply protected.

Judge Payson remarked that the witness had a right to leave when he was so treated. To which Mr. Wheeler replied that the committee had protected and would protect the witness.
To Mr. Euloe Mr. Wheeler expressed his

regret at the scene, telling that gentleman that he could go on the stand and contradict a witness when he made a statement that he (Mr. Enloe) thought untrue, and the committee could judge between witnesses, and added that it was improper that violence should be manifest in such a place. No Physical Developments Wanted.

Representative Little, of New York, said: "As a member of the committee I protest against any physical developments."

Chairman Wheeler again expressed his regret at the occurrence. He said the Commissioner was present as a witness, and had a right to be protected from violence. He was sorry the affair had happened.

Mr. Enloe said he thought the committee would bear him out in the statement that he had conducted the examination fairly, and treated witnesses in the manner in which they were entitled to be treated, to which the Chairman signified his assent. Mr. Enloe said he did not intend that the Commissioner of Pensions, the President, or anybody else should treat him as the Commissioner had. He was entitled to be treated with respect. Commissioner Raum's manner he thought very offensive, indeed.

manner he thought very offensive, indeed.

Mr. Payson asked in what respect. The
Commissioner had simply said he did not
say what Mr. Enloe said he did, and Mr.
Enloe kept insisting on it.

Mr. Enloe retorted that the manner of a
witness was something. and the Commissioner's manner, when he last spoke, was
very offensive. As the best way out of the
difficulty the committee adjectively.

difficulty the committee adjourned. ADVENTUROUS NOVA SCOTIA SEALERS

Receive Small Comfort From the Canadian Government for Their Pains.

OTTAWA, ONT., April 26.-A. C. Bertram, of North Sydney, Cape Breton, the owner of a fleet of Nova Scotian sealing schooners, now on their way to Bering Sea, has had an interview with Sir Charles Tupper, Minister of, Marine and Fishenies, respecting the recent proclamation of the medus vivendi. He made strong representations to Mr. Tupper of the loss which the restriction of seal-taking will cause. From the harbor of North Sydney alone seven sealing schooners are now on their way-round cape Horn bound for Bering Sea. Mr. Bertram states that the modus vivendi will hear so hard on the Nova Sec. vivendi will bear so hard on the Nova Sco-tian owners of seal schooners that almost the best thing that could happen to them would be to have their vessels driven ashore by a storm, so long as the crews were not lost. In that case they would have the insurance.

Mr. Tupper was not able to hold out any very great hope of an immediate better prospect for the adventurous Nova Scotian sealers who take their schooners around the North and South American fishing grounds to reach the seals in Bering Sea.

BOSTON'S FORGER LOCATED.

C. F. Jewett, Accused of Over-Issue of Steck, Turns Up in San Francisco. Boston, April 26.-C. F. Jewett, the forger, has turned up in San Francisco. A dispatch was received in this city Sunday night that a gentleman well known in

Boston had left Chicago Thursday night to meet Jewett in San Francisco. This gen-tleman represented a Boston house, which, it is said, was very anxious to meet Mr. Jewett and get some information which he alone can turnish.

The complaint on which Jewett is a fugitive from justice is the fraudulent over-issue of stock and the forgery of the Treas-urer's name. Jewett was President of the Jewett Publishing Company.

Worthy of Note, ALLEGHENT GENERAL HOSPITAL.

Max Klein's Silver Age Whisky has been sed exclusively in this institution for median purposes with good results.

XWF F. K. TILDESLEY, Superintendent.

Of going to the World's Fair next year, don't you think it would be a good pian to deposit your money with the People's Sav-ings Bank, No. 81 Fourth avenue? They will wrs If You Are Thinking

ROUGH ON CAR COUPLER MEN.

The Test Is Made to High by Some Manu facturers That Several Companies Will Be Knocked Out-Machinery Must Be Changed,

The manufacturers of weak car couplers got a very cold deal from their brethrer vesterday. At the meeting of the Maste Car Builders' Association in Cape May last June, a committee was appointed to secure uniformity in car couplers as well as to de-termine a standard of excellence in material

termine a standard of excellence in material and design. John S. Lentz, of the Lehigh Valley; Godfrey W. Rhoades, of the Chicago, Burlington and Quancy, and J. H. Wallis, of the Pennsylvania road, were appointed on the committee. They met yesterday at the Anderson, and representatives of all the car coupler companies in the country, about 30, appeared before them and discussed the subject.

In a circular the committee had specified a pulling test of 110,000 pounds, and a drop test of three blows of 1,640 pounds at a height of 10 feet or two at 15 feet. When the manufacturers had assembled about 15 of the men, who knew they had a sure thing, proposed to increase the pulling test to 125,000 pounds. The steel coupler men wanted 150,000 pounds, but the first test was finally agreed to. The other men whose couplers will not

pounds, but the first test was snally agreed to. The other men whose couplers will not stand a pull of 125,000 pounds could not protest, for this would have been a confession that their couplers are inferior. They were taken by surprise, and fully 15 of the companies will be knocked out for the present. They will have to change the material and style of manufacture, or quit the business. the business.

The manufacturers of steel couplers feel very good. One of them said last evening that only two of the malleable iron couplers can stand the test. He was glad a crisis had been reached, for some people make a and been reached, for some people make a coupler out of cheap material that they sell for \$17 per car, while the steel couplers can't be made with profit for less than \$25. The question is not one of money with the railroads. They want the best automatic coupier in the land. The business is new, but in a few years the price will be reduced to \$15 at least. Many of the States have already passed laws compelling the use of automatic couplers, and the railroads think that a national law will soon be put into operation, and they want to be ready for it. The specification as to weight is draw bars, including knuckles and locking attacb-

ments, should weigh 210 pounds or less, and not more than 220 pounds. In the drop test the draw bar or knuckles must break into two or more pieces before it is considered to have failed.

Among the companies represented were the Conway, Torley & Co., Pittsburg; the Janney, Gould, Drexel, Trojan, Thurmand, Smiley, Eureka, Buckeye and others.

SNAP SHOTS AT CITY LIFE.

Two cases of diphtheria and one of scarla-

tina were reported to the Bureau of Health HENRI ROTHE, employed at Woods' mill, in the West End, had his hands badly burned with hot metal yesterday afternoon. A PETITION for the incorporation of Oak-Dog licenses for the Southside are issued daily from the Twenty-eighth ward station

house, from 9 a. M. to 5 P. M., and from 6 to 8 P. M. CORONER McDowell was notified last night that an unknown man had been killed on the Panhandle railroad at Oakdale station. An inquest will be held this morning.

WILLIAM BROOKS, colored, 30 years old, died yesterday at the Poor Farm from the after effects of grip. The deceased worked for Booth & Flinn, and was admitted to the farm on April 7. H. Lipskivy, a Pole employed at the Black

and Steel Works, was struck in the head by a piece of flying metal yesterday, and was knocked senseless. He was badly cut on the head, and an eye was destroyed. TONNY BOSKIN, an Il-year-old boy, who lives on Bedford avenue, was stealing a ride on the tail end of a wagon, and in jumping off to clude the driver fell on the street and dislocated his left arm and cut himself about

THE sleeping apartments for clerks in the railway mail service are being fitted up on the fifth floor of the new postoffice building and will be completed in a few weeks. The whole postoffice building is being cleaned at

The regular monthly meeting of the Board of Managers of the Exposition Society will be held at the board rooms in the Hamilton building on next Wednesday atternoon. A sub-committee met yesterday, but trans-acted only routine business.

A 3-WEERS-OLD infant child of Richard Plunkett, living at 2244 Thirty-eighth street, died suddenly. The Coroner investigated the case and learned from the attending physician that the child had died in a spasm. An inquest will not be held.

ROBERT G. INGERSOLL will lecture at the Auditorium Wednesday evening, May 4, on "Shakespeare." The sale of seats will begin at the Grand Opera House box office to-day. It has been so long since the Colonel has been heard by Pittsburgers that a large audience will doubtless be present.

AT a meeting of the Humane Society yesterday the following contributions were re-ported: Mrs. Dr. Hostetter, \$10; Armstrong ported: Mrs. Dr. Hostetter, 30; Armatrong Bros. & Co., \$25; Miss Alice V. Hunimings, \$1; W. Dewees Wood & Co., \$10; Calvin Wells, \$5; Mary F. Scaife, \$5: John S. Craven, \$5; Mrs. S. S. Pinkerton, \$25; Levi Cline, agent, \$60. Mrs. Pinkerton was elected a life member. The society would like to find a home for a bright orphan boy, 6 years old.

PEOPLE COMING AND GOING.

William Smith, president of the Flint Glass Workers, left for Philadelphia last night. He said the affairs of the organiza-tion are in good shape. The factories will go out of blast at the usual time, July 1. Captain J. W. Morrison went to Philadel-phia last evening. He had been home for several' days arranging his affairs prepara-tory to taking charge of the State treasury.

A. B. Caldwell and M. L. A. McCracken, a prominent merchant and lawyer respec-tively, of Washington, put up at the Monon-gahela House last night.

Deacon Richard Smith, of the Cincinnati Commercial Gazette, went home last evening. He had been in the city on private business

Robert Ramsey, of Mt. Pleasant, super-intendent of the Frick Coke Company, and D. E. Wheeler, of Butler, are at the Du-

Among the passengers for New York last evening were Henry Berger and family, A. M. Blakeley and Major T. Brent Swear-R. P. Porter, superintendent of the census, took breakfast at the Monongahela House yesterday.

P. J. Kennedy, manager of the John L. Sullivan Company, is stopping at the An-

J. Kirk, of Warren, and J. B. Baker, of Washington, are stopping at the Anderson.

New York, April 26.—[Special.]—The following Pittsburgers are registered at New York hotels: W. L. Abbott, Holland: R. Bagaley, Windsor; W. A. Carney, Sinclair. York hotels: W. L. Abbott, Holland: R. Bagaley, Windsor; W. A. Carney, Sinchair; A. E. Davis, Astor; C. L. Flaccus, Astor; H. C. Hull, New York; J. Massey, Metropolitan; W. J. McCann, Westminster; C. H. McKee, Gilsey; A. C. Milliken, Mrs. B. H. Painter, Windsor; W. G. Scott, Windsor; H. K. Thaw, Mrs. W. Thaw, St. James; J. C. Bergstresser, Imperial: J. C. Melhuish, Gilsey; Mrs. A. E. Miller, St. Stephens: A. B. Nevins, Gilsey; W. J. Nevins, Gilsey; Mrs. E. Chambers, Fifth Avenue; Mrs. E. Potter, Fifth Avenue; J. S. Scully, Fifth Avenue; H. Bayley, Gilsey.

One Fare for Round Trip to Omaha, Via Pennsylvania Lines. Tickets will be sold April 27, 28 and 29, good to return until June 1. Address Samuel Moody, District Passenger Agent, Pitts-burg, Pa.

FURNITURE, china, ornaments and picture packed, innied; stored and shipped. HAUGH & KERNAN, 33 Water street.

Men's fine dress shirts made to order and full line in stock.

James H. Aiken & Co., 100 Fifth avenue.

ALL GORDON SANDERS.

Good Third Sand Wells Developed South of Willow Grove.

ANOTHER POOL NOW PROBABLE. The Sistersville Pool Reported to Be Doing

700 Barrels a Day. DEVELOPMENTS IN BUTLER COUNTY

The McDonald field revived yesterday rom the apathy into which it had fallen the day before. Nitro-glycerine and agitation brought the estimated production of the field up from 23,000 to 24,500 barrels. The McMichael well of J. M. Guffey & Co. was increased from 40 to 75 barrels an hour. and the Forest Oil Company's Jane Stewart went from 40 to 45 barrels an hour.

Greenlee & Forst's No. 1 on the McMur-ray property at Noblestown, which was shot Monday, was making 60 barrels an hour yesterday morning. Guffey, Jennings & Co.'s No. 7 on the Bell farm was dropped from the list of those reported to be making 20 barrels or more an hour.

It was a Gordon sand day in the field yesterday.

Twas a Gordon sand day in the field yesterday.

Two wells in that sand were showing for good producers. They are both south of Willow Grove. One was the Willow Grove Oil Company's No. 2, on the Maukedick farm, which came in yesterday morning, and is making from 10 to 12 barrels an hour. It is located a few hundred feet south and west from their No. 1, which was drilled several months ago, and made as high as 300 barrels a day.

months ago, and made as high as 300 barrels a day.

The other belongs to Lynch, Snyder & Co., and is located on the Meise farm. It is located about a mile and a half due south of Willow Grove and is three-quarters of a mile west of south from the dry hole of the Forest Oil Company on the Stirling farm. They struck the top of the Gordon yesterday morning, and as nothing had been found in this sand at the Stirling well, nothing was expected on the Meise. There was no tankage at the well and no oil saver on.

Were Taken by Surprise. The drillers were therefore taken com pletely by surprise when it suddenly com pletely by surprise when it suddenly commenced to flow, and they were forced to let it go on the ground. It was at first reported to be making 20 barrels an hour, but later reports place it from 8 to 10 barrels an hour. Yesterday afternoon a number of operators visited the well to confirm the report of the strike and satisfy themselves that oil had been found. It is a clear wildcat. The indications are that it will open a new Gordon pool, as oil was found in the Gordon on the Cubbace farm, nearly two miles west of south from the Meuse farm well, and as the Mankedick well is directly north of it. The chances are that the territory intervening will all be developed this summer. The farms in the vicinity have been leased for mouths, and there is practically nothing for new comers to secure.

Millison, Fried & Co's. No. 3 on the Henry Shaffer farm in the McCurdy end of the field was drilled into the fifth sand yesterday, and is showing for a small well.

Patterson & Jones No. 1 on the Torrence farm, also in McCurdy, is reported to be in the top of the fifth and showing for a 150 barrel well.

Greenlee & Forst are in the Gordon sand at their No. 2 on the National Coal Company's property between Oakdale and Noolestown.

R. G. Gillespie & Co. expect to get the menced to flow, and they were forced to let

pany's property between Casaca.

R. G. Gillespie & Co. expect to get the fifth sand this week at their No. 9 Jane Biddle at McCurdy.

Bailey & Roland's well on the schoolhouse lot at Willow Grove was in the Gordon sand at noon yesterday and filled up about 1,000 feet. This well is located in the eastern part

of the town.

McManus & Co. are down 500 feet in their
No. 2 on the Anescott property, southwest
of McDonald about a mile. This property
was sold off the W. B. Moorhead farm.

The Sistersville Producer. Sistersville Froducer.

Sistersville—Ludwig & Mooney's No. 2.
or their No. 1 on the Joshua Russell farm
was reported to be making 700 barrels an
hour last evening. It was visited yesterday
by scores of Pittsburg operators who had
read the account of the strike in The Disparch. Patty Bro's well on the E. Wells farm below top has a fishing job just on top of the sand. It is one of the most important wells now drilling in the field. It is located about three-fourths of a mile below town. The Miller's Run Oil Company expect to get the sand to-day in its No. 1 on the Jacob Rolls farm. They have made a location for No. 3 on the Willhave made a location for No. 8 on the Will

have made a location is made when the scattered in This town is bristling with excitement, and even sceptical operators have come to the conclusion that there is a paying field in Butler County Developments

BUTLER—The operations in Butler county for the present month will show a decline at all points of activity, both in new work and ew production. Harmony and Zelie have been the most active points, but there is little doubt that the limits of the pool have now been fully defined.

ZELIENOPLE—CAIT Brothers have started to drill on the Enders farm. Their well on the Zeigler farm has been pumping for some time, but showing light,

Guckert & Steel expect to get the sand to-day at their test well on the Zahner farm, four miles south of developments. Marsh & Co.'s No. 9 Muller is down 800 feet, and No. 10 is drilling at 500 leet. Tate & Co., on the Allen heirs farm, are down 800 feet with their No. & have been the most active points, but ther

Beck & Co. loss the tools at 25 feet in the

Beck & Co. lost the tools at 25 feet in the sand this morning, at their second effort to get down a hole on the Zeigler farm. They lost the tools the first time when ten feet in the sand.

Aldinger & Brown recovered the tools from their test well on the Seig farm last Saturday and have started to drill. again. This is the well at which the rig caught fire from gas developed in the gas sand and was burnt to the ground a month ago.

Carnahan & Co. are drilling through the gas sand at their No. 4 on the Allen heirs' farm.

farm.
Fredrick & Shaffer are in the 100-foot at their No. 3 Schrumm, and have a good show for a well.
Sutton & Hooks have a string of tools in
the hole at No. 3 Schott, and will move the

the hole at No. 3 Schott, and will move the rig.

Rough Run—The test well drilled by the Humes Bros. & Co. on the Gaisler farm in the treacherous Rough Run district, has, like its predecessors, proven a flat failure. The well was drilled through the third and fourth sands, but not traces of oil were developed in either.

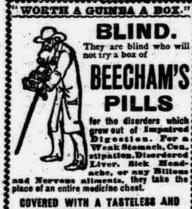
Bakenstown—The Crawford & Co.'s well out on the Hayes farm east of Bakerstown station a mile and a half, has been drilled through the sand and is a duster. McClurg & Co. expected to get the sand to-day at

their test well on the Kuhn farm, located one mile east of Troutman.

of the day. Bearish influences were the lateness of the month and the report of a good well at Sistersville. The opening and highest was 57%, lowest 56%, close 57. There was no change in refined. Daily average runs, 79 605; daily average shipments, 74,203. Clearances. 48,000 barrels. There was a bid of 15 for 2,000 Lima.

OIL CITY, April 26.—National Transit certificates opened at 57c; highest, 57%c; lowest, 58%c; closed, 55%c; sales, 45,000 barrels; clearances, 528,000 barrels: shipments, 80,901 barrels: runs, 93,054 barrels.

NEW YORK, April 26.—Petroleum opened steady, advanced 1%c and closed steady. Pennsylvania oll—Spot sales, none: May option opening at 57c; highest, 57%c; lowest, 57c; closing, 57%c. Lima oll—No sales; total sales, 25,000 barrels. lateness of the month and the report of a



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Kansas City& Omaha





'WELL BRED, SOON WED." GIRLS WHO USE

SAPOLIO

ARE QUICKLY MARRIED. TRY IT IN YOUR NEXT HOUSE-CLEANING.

THAT COURH IS A SIGNAL OF DANGER."



POSITIVE CURE for COUGHS, COLDS, HOARSENESS, BRON CHITIS, CROUP, WHOOPING COUGH, and all affections of the Bronchial Tubes.

A QUARTER of a million barrels is the enpacity of the Iron City. Brewing Company, an undeniable tribute to its superiority.

IT WILL CURE every form of THROAT and LUNG Diseases down to purity and refreshing quaities.

PREPARED ONLY BY

The McDonald Gauges The following estimates were submitted by the gaugers of the Southwestern Pennsyl-vania Pipe Line Company: The production of the field was 24,050, 15,000

The production of the field was 24,050, 15,000 more than the day before. The hourly gauges were as follows: Matthews' No. 3, 20; Devonian Oil Company's Nos. 1 and 2 Boyce, 20; Oakdale Oil Company's Nos. 2 and 3 Baldwin, 20; Forest Oil Company's No. 1 Jane Stewart, 45: No. 1 M. Wright, 25; J. M. Guffey & Co.'s No. 2 McMichael, 75; Forest & Greenlee's No. 4 McMurray, 60. Production, 24,500. Stock in field, 55,000. The runs of the Southwest Pennsylvania Pipe Line Company from McDonald Monday were 28,183; outside of McDonald, 10,496. The National Transit runs were 41,690; shipments, 9,521. New York Transit shipments were 23,844. Macksburg division of the Buckeye Pipe Line Company, 1,495. Buckeye runs, 45,316; shipments, 50,818. Southern Pipe Line shipments, 34,047. Eureka runs, 6,841.

Yesterday's Market Features. Dullness and weakness were the feature

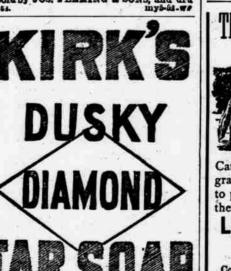
WORTH A GUINDA A BOX." They are blind who will not try a box of **BEECHAM'S**

SOLUBLE COATING. Of all druggists. Price 25 cents a box. New York Depot, 365 Canal St.



CHICAGO AND ST. LOUIS

GRAY or fasts wair RESTORED to youthful coler and beauty by DR. HAYS' HAIR HEALTH, Na-moves dandruff and scalp humors. Does not stain akin or



Cabinets, 82 to 84 per dozen; petiter, 81 er dozen. Telephone 1751. ap8-64-xwrsu

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FOSTER, MILBURN & CO., BUFFALO, N. Y PENNSYLVANIA RAILROAD



FOR MEDICINAL USE NO FUSEL OIL

There are many so-called whiskies in the market, but it has been proven beyond all donbt that DUFFY'S is THE ONLY PURE MEDICINAL ONE. As a Remedy for Pneumonis, Malaria or DYSPEPSIA it is admirable. It tones up the system and purifies the blood.

WOMEN
will find this grand preparation of the
greatest benefit, while to it brings new life and imparts fresh vigor to the whole system. It can be obtained at all druggists and Grocers. Send for our book. THE DUFFY MALT WHISKEY CO.,

B. & B.

mhl6-ws

Nothing this store has ever done has been such a success as the

Oriental colorings, art printings, quality the best in the world-real value \$1 and \$1.25-selling at

50 CENTS

A YARD.

239 pieces went on sale Monday and by Tuesday evening more than half are sold. Come and see the silks whether you buy or not. No woman ever saw such values in India silks at

50 CENTS.

BOGGS & BUHL,

ALLEGHENY.



Cattle are reared on their fertile grazing fields in Uruguay, solely to provide prime beef for making the world-famed

Liebig COMPANY'S Extract of Beef.

Competent chemists supervise every de ail, from the care of the cattle and through the processes of manufacture, where scru-pulous cleanliness prevails—to the potting of the completed extract. This preserve this famous product, which is to-day, as when first put up by the great chemist, Justus von Liebig.

Incomparably the Best
For Improved and Economic Cookery. For Delicious, Refreshing Beef Tea.

16 SIX1 H STREET.

Koehler's Installment House. Sixth St. MEN'S & BOYS' CLOTHING ON CREDIT. (Ready-Made & to Order.) Ladies' Cloaks & Jackets Watches & Jewelry,

NSTALLMENTS.

Cash Prices-Without Security

TERMS: One-third of the amount purchased must be paid down; the balance in small weekly or monthly payments. Business transacted strictly confidential. Open daily, from S.A. M. till S.P. M. Saturdays until 11 P. M.

p. m.
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keystone Express daily at 1:20 a. m., acriving at
Harrisburg 8:25 a. m., Philadelphia 11:25 a. m.,
New York 2:00 p. m.
Atlantic Express daily at 3:20 a. m., arriving at
Harrisburg 10:20 a. m., Philadelphia 1:25 p. m.
New York 3:20 p. m.
Parrisburg Accommodation daily, except Sunday,
5:25 a. m., arriving at Harrisburg 2:50 p. m.
Day Express daily at 5:00 a. m., arriving at Harrisburg 3:20 p. m., Philadelphia 6:20 p. m., New
York 9:25 p. m., Baltimore 6:46 p. m., Washington 8:15 p. m. risburg 3:20 p. m., Philadelphia 6:30 p. m., New York 9:35 p. m., Baltimore 6:46 p. m., Washington 8:16 p. m., Hail train Sunday only, 8:40 a. m., arrives Harrisburg 7:00 p. m., Philadelphia 10:35 p. m. Mail Express daily at 1:00 p. m., arriving at Harrisburg 10:39 p. m., connecting at Harrisburg with Philadelphia Express.

Philadelphia Express.
Philadelphia Express.
Philadelphia Express.
Philadelphia Express.
Philadelphia 6:25 a. m., Philadelphia 4:25 a. m., and New York 7:10 a. m. Philadelphia 5:25 a. m., and New York 7:10 a. m., Philadelphia 5:25 a. m., and New York 7:10 a. m., Philadelphia 5:25 a. m. and New York 8:20 a. m., Philadelphia 5:25 a. m. and New York 8:20 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Callinore 6:20 a. m., Washington 7:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m., Philadelphia 6:50 a. m. New York 9:30 a. m. New Y m. 12:25, 1:00, 2:33, 4:30, 5:30, 7:20, 9:30, 10:30

Wilkinsburg Accom., 5:25, 6:00, 6:15, 6:45, 7:00, 7:25, 7:40, 8:10, 8:35, 8:50, 8:40, 10:30, 11:00, 11:10 a. m., 12:01, 12:15, 12:30, 1:00, 1:30, 2:00, 2:30, 3:15, 2:00, 4:00, 4:10, 4:25, 4:26, 4:50, 5:26, 5:16, 5:30, 5:45, 6:00, 6:20, 6:45, 7:26, 7:25, 8:25, 9:60, 9:40, 10:20, 11:00, 11:20 and 11:10 night, except Monday, 5:30, 8:40, 10:20, a. m., 12:25, 1:00, 1:30, 2:30, 4:30, 5:25, 7:20, 9:00, 9:20, 0:20 p. m.

Braddock Accom., 5:25, 6:00, 6:16, 5:45, 7:00, 7:25, 7:40, 8:00, 8:10, 8:25, 8:50, 9:40, 10:20, 11:01, 11:10, 2:30, 2:30, 3:15, 3:40, 4:00, 4:10, 4:25, 4:30, 4:35, 4:50, 5:00, 5:15, 5:30, 5:45, 6:00, 6:20, 6:45, 7:20, 7:25, 5:30, 5:45, 6:00, 6:20, 6:45, 7:20, 7:25, 8:30, 9:45, 9:00, 9:45, 10:30, 11:01, 11:10, 11:20 p. m., and 12:10 night, except Monday, Sunday, 5:30, 8:40, 8:40, 8:20, 8: m., SUUTH-WEST PENN RALLWAX.

RAILROADS.

SCHEDULE IN EFFECT DECEMBER 20, 1801.
Trains will leave Union station, Pittsburg, as follows (Eastern Standard time):

MAIN LINE EASTWARD.

nsylvania Limited of Pullman Vestibule Cars ily at 7,15 a.m., arriving at Harrisourg at 1:38 m., Philiadelphia at 4:45 p.m., New York 7:00 m., Baltimore 4:40 p.m., Washington, 5:55

SOUTH-WEST PENN RAILWAY. For Uniontown, 5:25 and 8:35 A. M., 1:20 and 4:28 week days.

MONONGAHELA DIVISION.

MONONGABELA DIVISION.

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

ON AND AFTER MAY 25, 1891.

For Monongahela City, West Brownsville and Uniontown, 10:40 a. m. For Monongahela City and West Brownsville, 7:35 and 10:40 a. m. and 4:50 p. m. On Sunday, 8:55 a. m. and 1:01 p. m.

For Monongahela City only, 1:01 and 5:50 p. m. week days. Dravosburg accom., 6:00 a. m. and 3:20 p. m. week days. West Elizabeth accom.. 8:35 a. m., 4:15, 6:30 and 11:35 p. m. Eunday, 9:40 p. m. WEST PENNSYLVANIA DIVISION.

From FEDERAL STREET STATION, Allegheny 10:30 and 11:40 p. m. Sundaya, 12:30 and 9:30 p. m.
For Butler, week days, 6:55, 8:50, 10:40 a. m., 3:15 and 6:10 p. m.
For Freeport, week days, 6:55, 8:50, 10:40 a. m., 2:15, 4:19, 5:40, 8:10, 10:30 and 11:40 p. m. Sundays, 12:35 and 9:30 p. m.
For Apollo, week days, 10:40 a. m., and 5:40 p. m.
For Paulton and Blairsville, weekdays, 6:35 a. m., 3:15 and 10:30 p. m.

The Excelsior Baggage Express Company will call for and cheek baggage from hotels and residences. Time cards and four information can be obtained at the ticket offices—No. 110 Fifth avenue, corner Fourth avenue, and Try street, and Union station.

CHAS. E PUGH.

J. R. WOOD.

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

CHAS. E. PUGH, General Manager.

Benthwest System—Pam Handle Route
DEPART for Columbus, Cincinnati, Indianapolis, 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., *5.55 p.m.
DEPART for Columbus, Chicago, points intermediate
and beyond: *1.20 a.m., †12.05 p.m. Arrive from
same points: *2.20 a.m., †8.95 p.m.
DEPART for Washington, †6.15 a. m., †8.35 a.m.,
†1.55 p. m., †3.30 p. m., †4.45 p. m., †4.50 p. m. Arrive
from Washington, †6.50 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's.,
†2.45 p. m., †6.10 p. m. Arrive from Wheeling,
†8.45 a.m., †3.05 p. m. *5.55 p. m. Northwest System—Fort Wayne Route

Northwest System—Fort Wayne Route
Defart for Chicago, points intermediate and beyond:
91.30 a.m., *7.10 a.m., *12.20 p.m., *1.00 p.m., *8.45
p.m., 111.30 p.m. Arrive from same points: *12.05
a.m., 111.30 p.m. Arrive from same points: *12.05
a.m., 111.30 p.m. Arrive from same points: *12.05
a.m., *10.00 p.m., *6.00 p.m., *6.00 p.m., *6.00 p.m.,

Defart for Toledo, points intermediate and beyond:
77.10 a.m., *12.20 p.m., *11.20 p.m., Arrive from same points: *11.15 a.m., *6.85 a.m., *6.00 p.m.,
*6.50 p.m.

Defart for Cleveland, points intermediate and beyond: *16.10 a.m., *7.10 a.m., *12.45 p.m.,
*11.35 p.m., Arrive from same points: *6.50 a.m.,
*2.15 p.m., *6.00 p.m., *17.00 p.m.

Defart for Martins Ferry, Bridgeport and Bellaire folio a.m., *12.45 p.m., *4.10 p.m. Arrive from same points: *19.00 a.m., *12.10 p.m., *17.00 p.m.

Defart for New Castle, Lie, Youngstown, Ashtabula, points intermediate and beyond: *17.20 a.m., *19.00 p.m.

Defart for New Castle, Jamestown, Youngstown and Niles, *13.45 p.m., Arrive from the points: *19.10 a.m.

Defart for Youngstown, *12.20 p.m. Arrive from the points: *19.10 a.m.

Defart for Youngstown, *12.20 p.m. Arrive from the points: *19.10 a.m.

Defart for Youngstown, *12.20 p.m. Arrive from the points: *19.10 a.m.

Defart for Youngstown, *12.20 p.m. Arrive from the points: *19.10 a.m.

Defart for Youngstown, *12.20 p.m. Arrive from the points: *19.10 a.m.

Defart for Youngstown, *12.20 p.m. Arrive from the points: *19.10 a.m.

Defart for Youngstown, *12.20 p.m. Arrive from the points: *19.10 a.m.

Defart for Youngstown, *12.20 p.m. Arrive from the points: *19.10 a.m.

Defart for Youngstown, *12.20 p.m. Arrive from the points is *19.10 a.m.

Defart for Youngstown, *12.20 p.m. Arrive from the points is *19.10 a.m.

Defart for Youngstown, *12.20 p.m. Arrive from the points is *19.10 a.m.

Defart for Youngstown, *12.20 p.m. Arrive from the points is *19.10 a.m.

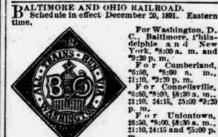
Defart for Youngstown, *12.20 p.m. Arrive from the points is *19.10 a.m.

Defart for Youngstown, *19.10 a.m.

Defart for

19.10 a.m.
DEPART for Youngstown, *12.20 p.m. ARRIVE from Youngstown, *6.50 p.m.
PULLMAN SEREPHIC CARS AND PULLMAN DINING CARS FUR THOUGH, East and West, on principal trains of both Systems.
LOCAL SERRIFING CARS running to Columbus, Cincinnati, Indianapolis, Cleveland, Toledo and Chicago are ready for occupancy at Pittsburgh Union Station at 8 o'clock p. m.
TIME TABLES of Through and Local Accommedation Trains of either system, not mentioned above, can don Trains of either system, not mentioned above, on be obtained at 110 Fifth Avenue and Union Smide Pittsburgh, and at principal ticket offices of the Pen sylvania Lines West of Pittsburgh.

*Daily. †Ex. Sunday. †Ex. Saturday. †Ex. Monday. JOSEPH WOOD, E. A. FORD, Commit Parsanger Agent.



For Washington, D. C., Baltimore, Philadelphia an d. New York, *3:00 a. m. and *3:20 p. m.
For Cumberland, *5:50, *5:00 a. m., 11:10, *7:20 p. m.
For Connellsville, *5:50, *5:00 a. m., 11:10, 14:15, 15:00 *7:20 p. m.

m. For Mt. Pleasant, 20 and \$1:00 a. m., \$1:15, \$1:15 and \$5:00 p. m. for Washington, Pa., \$7:20 and \$9:30 a. m., \$4:00, \$8, \$7:30 and \$11:25 p. m. or Wheeling, \$7:20, \$9:30 a. m., \$4:00, \$7:30 and 11:55 p. m. For Cincinnati and St. Louis, 7:22 a. m., 17:30 For Cincianati and St. Louis, 7:22 a. m., 7:23 p. m.

For Cincinnati, 11:35 p. m. (Saturday only.)

For Columbus, 7:20 a. m., 7:30 and 111:35 p. m.

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

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

Trains arrive from New York, Philadeiphia, Baltimore and Washington, *5 20 a m., *3:30 p. m.

From Columbus, Cincinnati and Chicago, *2:50 a. m., *3:30 p. m.: From Wheeling, *3:50, *10:45 a. m., *4:13, *3:30 p. m.: From Wheeling, *3:50, *10:45 a. m., *4:13, *5:30 p. m.: From Wheeling, *5:50, *10:45 a. m., *13:15, *5:30 p. m.

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

*Dally. 2Dally except Sunday, \$Sunday only, 1Saturday only, 1Dally except Saturday.

The Pittsburg Transfer Company will call for and check baggage from hotels and residences upon orders left at B. & O. ticket office, corner fifth avenue and Wood street, 537 and 629 Smithfield street,

J. T. OUELL, CHAS. O. SCULL, J. T. ODELL, CHAS. O. SCULL, General Manager. Gen. Pass. Agent General Manager. Gen. Pass. Agent.

DITTSBURG AND LAKE ENIE RAILBOAD
Company: schedule in effect November 13,
1891, Central time. P. & L. E. R. R.—Depart—
For Cleveland, "8:00 a. m., "1:50, 4:20, "9:45 p. m.
For Cincinnati, Chicago and St. Louis, "1:50, 9:45 p. m.
For Salamancs, "8:00 a. m., 4:20, "9:45 p. m. For Salamancs, "8:00 a. m., 1:20, 9:45 p. m. For Youngstown and New Castle, 6:00, "8:00, 9:55 a.
m., "1:50, 4:20, "9:45 p. m. For Beaver Falls, 6:00, 7:00, 7:00, 9:55 p. m., "1:50, 2:20, "4:20, 5:20, "9:55 p.
m. For Chartiers, "5:50, 5:35, 6:00, 6:55, 7:00, 7:55, 7:50, 8:55, "9:10, 9:55, 7:10, 5:20, "6:50, 7:50, 19:55, 3:30, 3:45, 4:20, "4:23, 5:10, 5:20, "6:50, 7:56, 10:50 p. m.

1:39 p. m. ARRIVE-From Cleveland, "6:20 a. m., "12:39, 115, "7:20 p. m. From Cluckmant, Chicago and t. Louis, "6:30 a. m., "12:20, "7:30 p. m. From Suffalo, "6:30 a. m., 12:30, 19:30 p. m. From Salanuca, "6:30, "10:00 a. m., "7:30 p. m. From connectown and New Castle, "6:30, "10:00 a. m., 12:30, 5:15, "7:30, 2:30 p. m. From Reaver Falls, "0, "6:15, 7:20, "10:00 a. m., "12:39, 1:20, 5:15, "7:30, 30 p. m. 2. & T. trains for Mansfield, 7:35 a. m., 3:65 p. m. .. & Y. trains from Mansfield, 7:65, 11:59 a. % p. m. From Beeclimont, 7:05, 11:59 a. m. McK. & Y. R.R.—DEPART—For New Haven, 1:00 p. m. For West Newton, *3:20, *3:90, p. m.
For McKeesport, Elizabeth, Monongaheia City
and Belle Vernon, "8:85, 11:65 a. m., "4:50 p. m.
From Belle Vernon, Monongaheia City, Elizabeth and McKeesport, 7:40 a. m., 1:20, "5:65 p. m.
"Daily, "Sundays only,"
City licket office, 629 Smithfield st. PITTSBURG AND WESTERN RAILWAY-Trains (C'ul Stan'd time). | Leave. | Arrive.

| Trains (C t Stan t time; | St40 a m | 11:30 a m Akron and Erie. | 7:37 a m 7:05 p m Butler Accommodation | 9:15 a m 2:50 p m New Castle Accommodation | 3:10 p m 9:06 a m Chicago Express (daily) | 2:00 p m 12:05 p m Chicago Express (daily) | 2:00 p m 12:05 p m 5:30 a m Butler Accommodation | 5:45 p m 7:00 a m Butler Accommodation | 5:45 p m 7:00 a m Chicago Express (or Chicago St0 50. Second-class.

BAILROADS

ALLEGHENY VALLEY RAILWAY CO.—ON A and after Sunday, March 20, 1892, trains will leave and arrive at Union station, Pittsburg, easiern standard time: Buffaio express leaves at 3:20 a. m., 5:50 p. m. (arriving at Buffaio at 5:65 p. m.) (city and DuBois express—Leaves 5:20 a. m., 1:20 p. m.; arrives 1:00, 6:35, 0:00 p. m. Emilenton—Leaves 4:00 p. m.; arrives 1:000 a. m. East Braily—Leaves at 6:50 a. m. Kittanning—Leaves 9:05 a. m., 5:30 p. m.; arrives 8:55 a. m., 5:50 p. m. Braceburn—Leaves 5:00, 6:15 p. m., arrives 8:55 a. m., 7:00 p. m. Valley Camp—Leaves 10:15 a. m., 12:30, 2:30, 11:20 p. m. arrives 6:40 a. m., 12:30, 2:30, 11:20 p. m. arrives 6:40 a. m., 6:35 p. m. Braceburn—Leaves 9:05 a. m., 12:30, 2:30, 11:20 p. m. Sunday trains—Buffaio express—Leaves 8:20 a. m., 8:50 p. m.; arrives 7:10 p. m. 6:35 p. m. Kittanning—Leaves 9:05 a. m.; arrives 10:15 p. m. Kittanning—Leaves 9:05 a. m.; arrives 7:10 p. m. Braceburn—Leaves 9:05 p. m.; arrives 7:10 p. m. Braceburn—Leaves 9:05 p. m.; arrives 7:10 p. m. Puliman parior buffet car on day trains and Puliman sleeping car on night trains between Pittsburg and Buffaio. Ticket offices, No. 110 Fifth avenue and Union station.

DAVID M'CARGO, JAMES P. ANDERSON. DAVID M'CARGO, Gen'l Supt. JAMES P. ANDERSON, Gen'l Supt.

STEAMERS AND EXCURSIONS. A RE YOU GOING ABROAD? A SERIES OF A personally conducted parties will leave New York April 20, May 18, July 6 and 29, all traveling expenses included, first-class. Norway, Swedu and Russia tour leaves June 9, on Augusts Victoria. Send for programmes. E. M. JENKINS, 257 Broadway, N. Y. api4-52

NETHERLANDS LINE SAILINGS FROM NEW YORK:
April 30,8:30 A. H., Saturday, WERKENDAM,
May 4, 11 A. M., Wednesday, "DUBBELDAM,
Steamers marked 'sail to and from Amsterdam;
all others to and from Rotterdam,
all others to and from Rotterdam,
From Pier, foot of Fifth street, Hoboken,
First cabin, 45 to 435; second cabin, 435. Reduced
excursion tickets. Steerage at low rates. For
illustrated guide and passage apply to JOHN J.
MCCORMICK, 639 Smithfield street; LOUIS
MOESER, 616 Smithfield street; MAX SCHAMBERG & CO., 527 Smithfield street.

ap25-D

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

*Majestic, Apr. 27, 4p m "Majestic, May 23, 4p m Germanic, Hay 4, noon Germanic, June 1, noon Teutonic, May 1, 4p m "Teutonic, June 18, 2a m From White Star dock, foot of West Tenthat, New York.

*Second cabin on these steamers. Saloon rates, 800 and upward. Exoursion lickets on favorable terms. Second cabin, 90 aud \$45. Steerage, from or to the old country, 20.

White Star drafts payable on demand in all the principal banks throughout Great Britain. Apply to JOHN J. McCURMICK. 329 Smithfield st., Pittsburg, or H. MAITLAND KERSEY, General Agent, 2 Broadway, New York. CUNARD LINE-NEW YORK AND LIVER-POOL, VIA QUEENSTOWN-From Pier 48, North river. Fast express mall service. Aurania, April 30, 8 a.m.; Aurania, May 23, 7 a.m.; Umbria, May 7, 2 p. m.; Umbria, June 4, 1 p. m. Servia, May 14, 7 a.m. Servia, June 11, 8 a.m. Etruria, May 21, 1 p. m.; Etruria, June 18, 11:20 a.m.

Etruria, May 21, 1 p. m. Etruria, June 18, 11:30 a, m
Extra Steamers.

Gailia, May 18, 10 a. m., Bothnia, June 1, 10 a. m.,
Cabin passage, \$60 and upward, according to location: second cabin, \$45.

Steerage tickets to and from all parts of Europe at very low rates.

For freight and passage apply to the company's office, 4 Bowling Green, New York, VERNON H.

BROWN & CO., General Agenta, or CHARLES P.
SMITH, Third av. and Wood st., Agent for Pittsburg, Pa.

ANCHOR LINE

namers Leave New York Every Saturday For Glasgow via Londonderry. Rates for Saloon Passage

By S. S. CITY OF ROME, May 28, July 2, 360 and upwards, according to accommodation and location of Room.

Other Steamers of the line 350 and upwards.
Second Cabin \$25. Steerage \$19.

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 sating lists fur-nished on application to Agents, HENDERSON BROTHERS, 7 Bowling Green, N. Y. or J. J. MCCORMICK, 639 Smitinfield st., A. D. SCORER & SON, 144 Water st., opp. B. & O. depot, Pittsburg; F. M. SEMPLE, 110 Federal st., Alle-gheny.

RED STAR LINE.

Weekly between New York and Antwerp.
The splendid, first-class, full-powered steame
Bhyniand, Wednesday, May 4, 12:00 noon,
Westernland, Wednesday, May 13, 5 P. M.
Beigenland, Saturday, May 13, 10 A. M.
Noordland, Wednesday, May 13, 10 A. M.
Saloons, staterooms, smoking and bathroom
idships; second cabin accommodations une
elled.

ceited.

Staterooms all on main deck,
First cabin, \$55 and upward; excursion tickets,
89 and upward; second cabin, \$55; round trip, 16
per cent reduction; steerage at very low rates.
Sead for "Facts for Travelers." International Navigation Company, GENERAL AGENTS,
No. 6 Bowling Green, New York,
AGENTS:
J. J. McCormick, 629 Smithfield street,
Louis Moeser, 518 Smithfield street,
J. F. Erny, German Savings Bank,
a; 2:-MWF

INMAN LINE. New York, Queenstown and Liverpool, From New York every Wednesday. City of Paris and City of New York, 10,500 tons each, City of Berlin, City of Chicago, City of Chester.

FROM NEW YORK:

City of Paris, Wednesday, May 4, 11:00 a. x. City of Berlin, Wednesday, May 11, 5:00 p. x. City of New York, Wed'day, May 18, 9:00 a. x City of Chicago, Wednesday, May 25, 4:30 p. x. 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: MAX SCHAM-BERG & CO., 527 Smithfield st., and A. D. SCORER & SON, 144 Water st. ap25-MWF



These steamers are was comfort and excellent cuisine.

MAX SCHAMBERG & CO., MT Smithfield st.,

LOUIS MOSER, did Smithfield st., J. F. ERNY,

Cashler German Savings and Dep. Bank, Agents

ap25-D After 19 Years of Trial.

LAINE -THE-FAMILY SAFEGUARD OIL,

NEVER VARIES IN QUALITY.

Cannot be Exploded. it is the very highest grade of refined petroleum, from which, in the process of manufacture, every impurity has been eliminated.

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.

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

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

MAKES THE SAFEST AND BEST LIGHT

KNOWN.

ELAINE! The Family OIL.

Safeguard OIL.

Million Gallons ELAINE Sold in 18 Years From 1873 to 1893. Elaine cannot be improved upon.

WARDEN & OXNARD,

MANUFACTURERS, PITTSBURG PA OUSSUFFERERSS-myseikfal