## ENEMIES OF HEALTH.

The Ladies' Association Discuss and Strongly Denounce

EXPECTORATION IN STREET CARS.

Stout Opposition to the Proposed Garbage Ordinance.

ABATING THE BLACK PLAGUE OF SMOKE

The pestilential garbage pile and the dense clouds of smoke that doom Pittsburg and Allegheny to an existence of sickness

and darkness must go. Such was the forcible declaration and import of the annual meeting of the Ladies' Health Protective Association held yesterday afternoon at the home of Miss Denny at 412 Penn avenue, and attended by the Mayor-elect of Allegheny, Dr. W. J. Holland, Chancellor of the Western Pennsylvania University; Dr. J. B. Murdock, Attorney Edward Sculi, Dr. Eton, recently of Boston, and a half hundred prominent society ladies of Pittsburg and Allegheny.

The object of the meeting was to discuss the menacing question to the beauty of the two cities, of smoke and the disposition of the garbage.

As early as 2 o'clock the carriages of the ladies of the society began arriving, and when the meeting was called to order at 2:30 o'clock by Mrs. William A. Herron, the President of the society, the cozily-appointed parlor of Miss Denny was well filled.

An Aggressive Band of Ladles.

There was a well developed spirit of aggressiveness permeating the atmosphere that had occasion to make the ladies look more storn and decided than is their wont. This aggressiveness was made more manifest as the time wore on and additions were made to the little bevy of ladies who dis-cussed the awful nuisance of smoke and the dread danger that lies in the garbage heap and the obnoxious habit of expectorating upon the street and in public conveyances, for all were most emphatic in their denun-

The first report was made by the Secre-tary, Mrs. John M. Oakley, the most active member of the society, and to whom the society is really indebted for the progress they have already made. Mrs. Oakley's report was most ably prepared, giving a clear and concise expression of the beliefs and desires of the society. The report says:

This National Health Protective Associa tion is simply a protest of housekeepers against the filth of our American cities. They can keep neither their lamilies nor their bouses in that state of cleanliness which is next to godliness when soot rains in through every door and window, and dust from dessicated garbage sifts in at every crevice.

When they look around at streets whose condition inspires only loathing and disgust, they cannot, as mothers, instil into their chilthey cannot, as mothers, instil into their chil-dren that pride of cuizenship which is the safeguard of the Republic, nor can they train them to "honor and obey the civil author-ity," when laws are openly disregarded by those who have sworn to uphold them. The health associations in other cities began with abating specific nuisances, but here there are two general nuisances, but here there are the steadily increasing clouds of smoke and the steadily increasing clouds of smoke and the absence of a garbage law. It is these two nuisances which the Health Association of Allegheny county has been examining into with the view of discovering a remedy. Allegheny county has been examining into with the view of discovering a remedy.

First as to the smoke. We have conducted an active correspondence with the friends of a pure atmosphere in St. Louis, Buffalo, Cieveiand, Chicago and England. We have found everywhere a steadily growing irritation against smoke, and an increasing interest in the subject of smoke consumption.

No Perfect Smoke Consumer. We have learned from the testimony of experienced engineers what degree of success to expect from smoke preventing devices when applied to different kinds of firing. We have found that there is no device as yet cented that will successfully prevent oke in the manufacture of iron, steel and iss. So far as these industries are class. So far as these industries are concerned smoke consumption is still an experiment, though in certain stages of manufacture the smoke can be materially lessened, as has been proved in this city by the results obtained by Oliver & Roberts and by the Spang Steel and Iron Company, who have told us that they have succeeded in reducing their amount of smoke by a large per cent.

But, however it may be in the manufacture of steel and iron, smoke consumers are a proved success when applied to stationary boilers. There are several devices now in operation in this city which with intelligent handling are guaranteed to prevent from 15 to 30 per cent of smoke. It is freely admitted that no device as yet invented has secured absolutely perfect combustion, but 90 per cent or or even 75 per cent of smoke consumed is a very radical improvement on no per cent at all. When the best devices do not prevent this per cent of smoke it is owing to careless firemen or to overcrowded boilers, both of which can be and ought to be remedied. The best of these devices, moreover, if properly managed, effect quite a saving in the amount of coal consumed; yet, even if there were no such saving, the prevention of smoke should commend itself to the thrifty producer, for the simple reason that any reduction in smoke means a corresponding reduction in the amount he pays for labor, clothing and household furniture. Pittsburg is one of the most expensive cities in the country to live in, and one reason is the enormous amount of personal property ruined every year by the all-pervading soot. But, however it may be in the manufacture

Laws Against the Smoke Noisance. Laws Against the Smoke Naisance.

We have found upon the statute books three ordinances against the smoke nuisance, one absolutely prohibiting the use of bituminus coal by the Junction railway; one prohibiting all locomotives from using bituminus coal within certain limits, and one forbidding the erection of coke ovens within the city limits after the year 1867. These ordinances have been practically a dead letter since the day they were passed. By publishing the ordinance against the Junction road in the daily papers, and following it with a long list of engines that had continually violated the law, we succeeded in bringing the matter to the attention of Chief Bigelow. He promptly took measures to enforce the ordinance and since last May no engines on that road have burned bituminous coal. We have just laid before Chief Bigelow a list of engines on the other railways that have been violating the law by making a dense smoke within the forbidden limits, and he has promised to see that the law is enforced.

Pittsburg shares with Allegheny the unenviable distinction of being the only large city in the United States, and, consequently, in the civilized world, without a garbage removal hw. Other cities, East and West, have a garbage removing service in connection with the street cleaning department, by the operation of which the refuse and ashes of every household are daily We have found upon the statute books

in connection with the street cleaning de-partment, by the operation of which the re-fuse and asies of every household are daily carted away. The well-to-do of Pittsburg and Allegheny can avail themselves of the services of a refuse company, but what are the poor to do with their accumulation of garbage?

Lives Saved by Heavy Rains,

We have no way of learning what the city government expects them to do, but we know what is done. All the refuse of thousands of families is deposited in cellars or back yards, in side streets and alleys. Heavy rains wash the street accumula-tions down our hills and into the sewers, so Heavy rains wash the street accumulations down our hills and into the sewers, so thanks to a kind Providence that gave us little and sends us rains, we seldom have severe epidemics, but a hot, dry summer would speedily make of every garbage heap a bothed for disease and convince our optimistic government that Providence cannot be relied upon to take exclusive charge of the street-cleaning department.

The absence of a garbage law is a disgrace to tuese cities and to the age we live in. We have prepared an address to the Mayors of Pittsburg and Allegheny on this subject; we will endeavor to persuade some influential Councilman to introduce an ordinance regulating the daily removal of garbage, and every woman who cares for the health of her family, is urged to see the Councilmen of her ward and to press upon them the necessity of voting for such an ordinance. If the papers are to be believed, an ordinance is about to be introduced into Pittsburg Councils providing for the abolition of the garbage furnace, and the collection of garbage into a number of the mosts which will lie at the winarys. the abolition of the garbage furnace, and the collection of garbage into a number of dump boats which will lie at the wharves, and when full, can convey their pestilential cargo somewhere down the Ohio, whether to be dumped into the river or not, we are not yet informed. And this is to be done in the name of health. We have the authority of the State Board of Health for saying that in the present state of sanitary science the only hygienic method of disposing of garbage is to burn it—and it must be hauled from

houses to the crematory in tightly closed wagons—it certainly must not be dumped into open houts to send cisease laden odors

Splitting in Street an I Steam Cars. The unsanitary condition of the street care and steam cars early attracted the attention of this association. The floors of these conveyances are so foul from the prevailing habit of expectoration that they not only insuit of expectoration that they not only insuire disgust, but injure the clothes of women passencers. In answer to our petition most of the street car companies have posted up notices prohibiting expectorating upon the floor, and some improvement is already noticeable. A very radical improvement could easily be effected if the companies would instruct their conductors to remonstrate with conspicuous

radical improvement could easily be effected if the companies would instruct their conductors to remonstrate with conspicuous offenders. The steam car companies think there is no practicable way of controlling this nuisance, though in view of their success in restricting smoking to the smoking car, one would think they might be willing to make an attempt to abate this still more offensive practice.

Lawyers have given us the opinion that as common carriers the street car and steam car companies are required to noteet the property of their passengers. It is safe to infer that every day, at least, one woman has her dress injured in some car in this city by the offensive habit of which we are speaking. It would be a good plan for some such woman to carry her case to court in order that it might be definitely settled how far a railroad company can be held responsible for permitting this injury to a passenger's property. In such a suit as this, we should be happy to lend our assistance, financially and otherwise.

ger's property. In such a suit as this, we should be happy to lend our assistance. financially and tochewise.

But this is not merely a question of filth; it is one of contagion. It cannot be too often repeated that consumption is not hereditary, but contagious and that the contagion is transmitted solely by means of the expectoration. This when dry becomes a fine, light dust, which floats in the air we breathe, and in this way conveys the germs of disease from person to person. The medical statistics of Pennsylvania show that one person in seven has consumption. With this proportion of consumptives how much contagion is there in a crowded car or in the streets, where expectoration is entirely unrestrained? We eat, drink and breathe tuberculosis. Even choiera can claim no such ghastly harvests as does the great white plague, which annually destroys more people than all other diseases combined. Yet consumption is a preventable disease, and could be as easily controlled as smaltpox. No vigorous measures such as are needed to prevent the spread of diphtheria and smallpox are required to destroy the contagion of consumption; all that is necessary is that every particle of expectoration shall be thoroughly disinfected or burned.

Training the Rising Generation. In the interest of health and cleanliness, we have procured from the State Board s orief notice setting forth the danger to brief notice setting forth the danger to health involved in this babit of public expectoration. This notice will be posted in every public school room in Pittsburg, and, we hope, in Allegheny, and through the hearty co-operation of Superintendent Luckey the teachers will be instructed to give occasional talks to their scholars with this notice as a text. The gentlemen in charge of the Western University, the Shadyside Academy and several Catholic parochial schools have gladly acceded to our request to post the notice in their schoolrooms. The rising generation will thus learn not to defile the sidewalks nor pollute the atmosphere. We think it would produce some effect upon the more thoughtful part of the public if the notice could be placed in the street cars as a regular paid advertisement. The rates for such advertising are 2 cents per car a day. To place this notice in a hundred cars would therefore require \$2 a day. Subscriptions toward this purpose are earnestly solicited. The Health Protective Association needs the assistance of every intelligent woman in these two cities, Dirt means demoralization. It affects the character. Cleanliness is not only next to godliness, it is inherent in godliness. No man can be godly who is not cleanly; no city with dirty streets can reach a high plane of moral excellence. It would be an interesting question for the sociologist health involved in this babit of public excleanly; no city with dirty streets can reach a high plane of moral excellence. It would be an interesting question for the sociologist to determine whother the dirty streets of American cities are the cause or effect of our bad city governments. In conclusion, we wish to thank Chief Bigelow for what he has done, and what he has promised to do, toward enforcing existing laws against the smoke nuisance. We also wish to express our hearty thanks to the daily papers for their constant courtesy and assistance.

An Appeal for Financial Ald.

After the reading of the report, the Secretary reported the expenditures of the society for advertising, etc., had been \$44 17, and that the treasury at present had a balance of \$133 38, and that more funds would prove acceptable, as there were many uses to which it might be put. The Presi-dent suggested that the ladies whose names had been enrolled, and who had neglected o nay their dues could do so after

The following ladies were announced to comprise the executive committee of the Society for the ensuing year: Mesdames William A. Herron, John M. Oakley, Charles Lyttleton Lyons, Herbert De Puy-Franklin Felix Nichols, Christian S. Mc, Gee, Mary Temple, Lawrence Delworth-H. H. Pryam, Pontefact, James Schom, maker, and Misses McKnight, Janet Ross, Annie Phillips and M. L. Jackson. Dr. Holland heartily indersed the report

of the secretary, and highly complimented the ladies on their success in the crusade against such flagrant evils as now exist in the two cities. Dr. Holland illustrated his the two cities. Dr. Holland illustrated his theory by several little anecdotes of pleasing character. He said he did not quite like the plan of burning the garbage, as it might be so disposed of as to make it a source of revenue to the city. He also said he was most bitterly opposed to the proposed plan of dumping the garbage into the river, "and in case," he continued, "there is no alternative between burning it, and dumping it in the river, I say let the former course be pursued and burn every vestige." course be pursued and burn every vestige.

From a Medical Point of View. Dr. J. B. Murdoch, speaking in behalf of the medical profession of Pittsburg and Allegheny, said the health of the entire city was threatened. "These pestilential heaps of garbage," he continued, "are the breeding places for the most dangerous disease germs. Thanks to our hills and the disease germs. Thanks to our hills and the heavens' tears—the rain—we are inflicted with no dread plagues at present, but let there come a hot, dry summer and the poorer classes of people, who are obliged to live amid pestilential heaps, will be swept away with some dread scourge as they were in the time of the black plague of lower Europe. The condition is outrageous, and the frightful risk we are dally running, should be eliminated at once. As for the smoke," Dr. Murdock smiled a little, "why, there is nothing half expensive enough. there is nothing half expensive enough. It is such an abominable and foul nuisance, It is such an abominable and foul nuisance, that I cannot express myself as I desire."

A suggestion was made by Attorney Edward Scull, who followed Dr. Murdoch, to cleanse the city of its garbage piles without adding a burdensome debt to the taxpayers. "That suggestion is," said Mr. Scull, "to appropriate part of the fund set aside for caring for the parks to building garbage crematories." The suggestion was well received by the ladies, and Mr. Scull was liberally applauded.

Enform in Allerbeny Promised.

Beform in Allegbeny Promised. Mayor-elect Kennedy created quite a little stir of enthusiastic approbation by saying he intended to act as Mayor of Allegheny in a manner that would promote the sanitary and cleanly laws of Allegheny. He said he was heartily in favor of abating the smoke nuisance and in freeing the city from the garbage curse. He said he would endeavor to abate the smoke, first by stopping the smoke in the water works and then would endeavor to have Councils pass some measure that would restrict, if not eliminate it. He further said he agreed with the society in their belief, that disposing of city refuse by leaving it in open boats and then dumping it in the river was

unwise. Dr. Alsop said that burning was the most advisable method of freeing the city from garbage and preventing epidemical illnesses. Dr. Eton, of Boston, spoke much in the same strain.

A petition to Mayor Gourley was read,

praying him to veto the ordinance for dumping the garbage into the river, if it should pass Councils, and an amendment was added praying Mr. Kennedy to inter-cede with Mayor Gourley to veto the ordi-nance, if he should not feel disposed to do it on the petition of the ladies.

The meeting adjourned until the second Tuesday in May, when the society will meet in the Metropolitan Library reading

Excursion to Omaha, Neb. Excursion tickets to Omaha, Neb., will be on sale April 27, 28 and 29, good to return until June 1, 1892. For tickets and full infor-mation call on or write to Chas. Devlin, 970 Liberty street, Pittsburg, Pa. M'DONALD OFF AGAIN.

Its Production Declined to 23,000 Barrels Yesterday.

GORDON WELLS ARE INCREASING.

Eistersville's Big Well Now Doing Over 1,000 Barrels a Day.

REPORTS FROM SOME WILDCAT POOLS

The revival of McDonald's production to 24,500 barrels on Tuesday was only temporary, as it dropped yesterday morning to 23,000 barrels, a decline of 1,500. The output of the old wells which changed

at all went down. None increased. Greenlee & Forst's No. 1 McMurray dropped from 60 to 30 barrels an hour, and Guffey & Co.'s No. 2 McMichael fell from 75 to 55 an hour. Lynch, Snyder & Co.'s well on the Meise farm, located over a mile south of Willow farm, located over a mile south of Willow Grove, was apparently drilling itself into the sand yesterday, as the volume of the flows was increasing without agitation. Drilling will soon be commenced in the vicinity of this well. The Forest Oil Company has already made two locations near it. One is on the Mrs. Campbell farm to the northwest, and the other on the Robert Wallace farm due east. Other parties unknown have made several locations, and it was predicted yesterday that a dozen wells would be spudding in this region before the end of next week.

! hooting at Noblestown. Brown, Robison & Co. shot their No. 2 on the McMurray property at Noblestown yes-terday. It made a nice response, but had not been cleaned out at a late hour last evening.

Patterson & Jones' No. 1 on the Torrence farm in the McCurdy end of the field is through the fifth sand and light.

The Bear Creek Refining Company's No. 1 on the Lorain farm in the western part of the McCurdy field is due to get the fifth sand Saturday or Modey.

on the Lorain farm in the western part of the McCurdy field is due to get the fifth sand Saturday or Monday.

J. M. Gunfey and the Forest Oil Company have made a location for No. 3 on the Mondael farm.

W. P. Rend's venture on the J. D. Santers farm, located a mile south of the W. B. Moorehead farm and nearly two miles southwest of McDonaid, was on tap of the Gordon sand hast evening. This well was shut down nearly two months ago. On account of the heavy pressure of gas developed in the Hundred-loot sand the tools could not be gotten to the bottom of the hole. The gas afterward partially exhausted itself, and recently they succeeded in shutting it off almost entirely.

The Wheeling Gas Company's well on the Little farm, located half a mile southwest of the J. D. Sauters well, is in the gas sand, where it has developed a heavy pressure of gas. They shot their No. 3 on the W. B. Moorhead yesterday. It made a good response to the shot, but it soon bridged over.

Bailey & Roland's well on the schoolbouse

response to the shot, but it soon bridged over.

Bailey & Roland's well on the schoolhouse lot at Willow Grove was drilled deeper into the Gordon sand yesterday, and will make from 150 to 175 harrels a day.

The Willow Grove Oil Company's No. 2, on the Mankedick farm, half a mile south of Willow Grovg, was drilled deeper into the Gordon yesterday, and last evening was reported to have increased from 10 to 24 barrels an hour. Greenlee & Forst's No. 2, on the National Coal Company property, was in the bottom of the Gordon sand yesterday and standing

Sistersville's Well Increasing SISTERSVILLE—Ludwig & Mooney's No. 1, on the Joshua Russell farm, three-quarters of a mile above town, put 36 feet of oil into 250 barrel tanks in the 24 hours ending at noor yesterday, which would be about 1,080 bar-rels. This well is surprising the most san-guine of its admirers, and now many of them are confident that it will do better when the heavy salt water pressure is partially ex

hausted.

The Miller's Run Oil Company's No. 1, on the Jacob Rolls farm, is due in the sand tothe Jacob Rolls farm, is due in the sand to-day.

BUTLER—Borland & Co. are in the sand at their well on the Umstead farm, and show-for a good well.

Phillips, Craig & Co. have finally succeeded in finishing up their No. 2 on the Martin farm. It will be a good producer. Two holes were drilled previously, but in each case they were plugged in the sand.

The Titusville Oil Company expects to get the sand to-day in a well which it is drilling on the Mevey farm, at the mouth of Long Eddy, on the Little Muskingum river, in on the Little Muskingum river, in Washington county.

VENICE—Leonard & Gillon's well, on the Crawford farm, is down 800 feet.

The Wheeling Gas Company's No. 1 Robbins, located one mile southwest of Venice, is through the Big Injun at a depth of 1,700 feet.

feet.
John W. Leonard has leased a large block
of territory in the southern part of Washington county, near Dunn station, and has
started a well on the Dunn brothers' farm. 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 23,000, 1,500 The production of the field was 23,000, 1,500 less 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, 55: No. 1 M. Wright, 23; J. M. Guffey & Co.'s No. 2 McMichael, 55; Forest & Greenlee's No. 4 McMurray, 30. Production, 23,000. Stock in field, 51,000. The runs of the Southwest Pennsylvania Pipe Line Company from McDonald Tuesday were 26,918; outside of McDonald, 11,226. The National Transit runs were 33,349; Shipments, 13,000. New York Transit shipments were 31,417. Macksburg division of the Buckeye Pipe Line Company, 1,524. Buckeye rups, 45,672; shipments, 14,850. Southern Pipe Line shipments, 17,820. Eureka runs, 7,489.

Yesterday's Market Features. Trading was light, about 15,000 barrels, and fluctuations between 1/4 and 2/6. The opening, highest and closing was 56%, lowest 56%. There was a feeling that Sistersville would have to be recognized as a new factor. Refined was unchanged. Daily average rups, 77.46; daily average shipments, 72,004. Clearances, 12,000 barrels.

Oil Crrv. April 27.—National Transit certificates opened at 56%; highest, 56%; lowest, 55c; closed, 56%; cisales, 187,000 barrels; clearances, 172,000 barrels; shipments, 94,125 barrels; runs, 101,525 barrels.

New York, April 27.—Petroleum opened weak, Pennsylvania oil—Spot, opening, 57c; highest, 57c; lowest, 53%c; closing, 55%c; lowest, 56%c; closing, 56%c; Lima oil—No sales. Total sales, 17,000 barrels. fluctuations between 1/4 and 1/4. The open

More Oil Production Wanted. Spot cash paid for oil production. Large lease wanted. Call on D. A. Bartlett, 402 Ferguson building.

HAVE you noticed the To Let Rooms cent word advertising columns of the Daily and sunday Dispatch?

The Iron City Brewing Company uses nothing but the choicest qualities of malt and hops in the manufacture of its favorite brands of lager and Pilsner beer. This beer is guaranteed to be four months old, unadulterated and a most delicious beverage. Fifty thousand barrels of it on land in the vaults of the Iron City Brewing Company. Purity, age and quality combined. Excursion to California

A special excursion will leave Pittsburg May 3 for California. A very low rate has been secured. Excursionists have choose of two routes on return trip. For full informa-tion address Sloan & Co., No. 127 Fourth avenue, Pittsburg, Pa., or George W. Crow,

REAL ESTATE SAVINGS BANK, LIM. 401 Smithfield Street, Cor. Fourth Avenue. Capital, \$100,000. Surplus, \$75,000.
Deposits of \$1 and upward received and neerest allowed at 4 per cent.

Trs

What Lady Can Guess To-Morrow The time at which the solid gold watch in Saller & Co.'s window will stop. See it wound up to-morrow, Friday afternoon, between 2 and 3 o'clock, corner Smithfield and Diamond

Blue Bells of Scotland. Come and see this beautiful design in wall paper.

John S. Roberts,
719 and 721 Liberty street, head of Wood. Buy Littell's \$1 laundried white shirts;

best in the world for the price; five sleeve engths. 203 Smithfield street. Trssu SULTANA AWNINGS, new and very brilliant at Mamaux & Son's, 589 Penn avenue. This PLATS TO COME.

In spite of her sufferings from the bite of a ruttlesnake, Miss Dot Sunwell sticks at her charming of serpents in Davis' Museum-Theater. THE World's Museum-Theater is doing

big business with Mr. Seymour, the mind reader. The pictures painted by Mr. Devine with wonderful rapidity are also greatly admired. THE sale of seats for Colonel Robert G. In-

gersoll's lecture, "Shakespeare," at the Auditorium, Wednesday evening, May 4, opened well at the Grand Opera House yes-terday. SOMETHING entirely original in farce com edy is promised in the production of the new Irish comedy, by F. S. Gibbs, entitled "The Voodoo," at the Grand next Monday

evening. As the title suggests, it is founder on a fabulous power supposed to be pos-sessed by an amulet or charm composed of seven hairs of a certain individual's beard obtained unconsciously. The fun and frolic that ensues in the endeavors of a woman to obtain such a "voodoo" charm form the plot and foundation of the play. PHYSICAL strength, prowess and endurance ave been admired in all ages since the days

of ancient Rome, when ladies of the highest rank wagered their gold and jewels backing their tavorites until the present day, when wealthy clubs offer purses of tens of thousands of dollars to be contested for acthousands of dollars to be contested for according to the Marquis of Queensbury's rules, Mr. John L. Sullivan, the modern Spartacus and present champion of the world, will appear at the Bijou Theater next week, not in his familiar role of champion puglist, but as a full-fledged actor, playing the stellar role of "Honest Hearts and Willing Hands," an Irish comedy drama written by the well-known author, Duncan B.-Harrison, for Mr. Sullivan. The champion will also be seen in a grand three-round glove contest with the celebrated Eastern heavy-weight puglist, Mr. Jack Ashton.

THE successful season of the Duquesne Theater will close next week with the en-gagement of Modjeska, who, it will be renembered, was to have played here earlier in the season, but was prevented from so doing by a severe illness. Modjeska brings with her a company of exceptional excellence, so it is said. It is made up in part from the late Booth-Modjeska combination. T. B. Thalberg, an Englishman and an actor of ability, is her leading man. John A. Lane, Beaumont Smith, Howard Kyle, Robert Peyton Carter, Henri de Lussan, Wadsworth Harris, Jules Cluxette, W. A. Shaw, Kate Meek, Mrs. Beaumont Smith, Helen Jones, Edith Meek and other well-known players make up her full company. Modjeska will present an extended repertory of standard and Shakespearcan plays. The repertory complete is as follows: Monday, "As You Like It;" Tuesday, "Mary Stuart;" Wednesday, "Camilie;" Thursday, "Mary Stuart;" Saturday matinee, "As You Like It," and Saturday night, "Macbeth." in the season, but was prevented from so



Countless cases of female complaints, such as leucorrhœa, ovarian troubles, organic diseases of the uterus or womb, displacements,

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the only truly reliable and harmless remedy for all forms of female complaints. Its success is world-famed. All Druggists sell it, or sent by mall, in form of Pills or Lozenges, on receipt of \$1.00. Liver Pills, 25c. Correspondence freely answered. Address in confidence LYDIA E. PINKHAM MED. CO., LYNN, MASS-



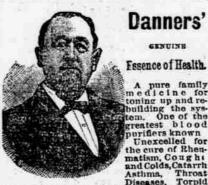
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The Danner Medicine Co. 242 Federal st., Allegheny.
Price \$1 00 per bottle; six bottles for \$5.00.
Write for Testimonials.

CASE OF NERVES.

You May Be Overcome in the Same Way This Season of the Year.

Thousands are nervous and suffer from nental exhaustion, brain fatigue, weak and irritable nerves, sleeplessness, malaria, de pression of mind and shattered nerves, without realizing the danger or the fearful rewills which follow neglect of these symptoms.

It is nerve and brain exhaustion which makes the brain tired, the arm nerveless, the limbs trembling, the muscles weak and the body without strength and energy, and, unless cured, the end will be shattered

ine of the brain, para yais or death.

Those who have had the Grip are almost always sufferers from nervous and physical exhaustion, as this disease leaves the nerves and system in a weakened and debilitated condition.

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gerous, and in the spring months, more dan gerous than at any other time, because there is at this season added the weakness of Spring Debility, Use Dr. Greene's Nervura, the great Brain and Nerve Invigorant the wonderful restorer of health, strength and vigor, and your bad feelings will disappear as by magic. Purely vegetable and harmless. Druggists, \$1.



"I had nervous weakness and trembling After taking four bottles of Dr. Greene' Nervura, I feel like a new man. I was terribly constipated, but now my bowels are al right. I feel 10 years younger, and can ear mend everbody to take Dr. Greene's Nervura. JOHN MULLANE,

183 East 70th st., New York."

Dr. Greene, the successful specialist in eases, 35 W. 14th Street, New York, can be consulted free, personally or by letter. Call or write to him about your case or send for symptom blank to fill out, and a letter fully explaining your disease, giving advice, &c., will be returned free.

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With an increased capacity and hydraulic machinery, we are prepared to furnish all work in our line cheaper and better than by the old methods. Repairing and general machine work. Twenty-ninth street and Allegheny Valloy Railroad. felf-60-rrs



Hires' Root Beer. So does every other member of the family.

A 25 cent package makes 5 gallons of this delicious drink. Don't be deceived if a dealer, for the sake of larger profit, tells you some other kind is "just as good"—"its false. No imitation is as good as the genuine Hirks."

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After 19 Years of Trial. ELAINE

MARKET PROPERTY

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

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

Iluving no disagreeable odor, Elaine 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.

100 Million Gallons ELAINE Sold in 18 Years Elaine cannot be improved upon.

WARDEN & OXNARD, MANUFACTURERS, PITTSBURG PA RAILROADS.

PENNSYLVANIA RAILROAD. SCHEDULE IN \*FFECT DECEMBER 30, 1891.
Trains will leave Union station, Pittaburg, as follows (Eastern Standard time): MAIN LINE EASTWARD.

Pennsylvania Limited of Pullman Vestibule Cars daily at 7:15 a. m., arriving at Harrisourg at 1:38 p. m., Philadelphia at 4:46 p. m., New York 7:00 p. m., Baltimore 4:40 p. m., Washington, 5:53 p. m. p. m., Baitimore 4:40 p. m., Washington, 5:55 p. m.

Reystone Express daily at 1:23 a. m., arriving at Harrisburg 8:25 a. m., Philadelphia 11:25 a. m., New York 2:00 p. m.

Attantic Express daily at 3:30 a. m., arriving at Harrisburg 10:20 a. m., Philadelphia 1:25 p. m., New York 3:50 p. m., Baitimore 1:15 p. m., Washington 2:20 b. m.

Harrisburg Accommodation daily, except Sunday, 5:25 a. m., arriving at Harrisburg 2:20 p. m., Philadelphia 6:50 p. m., New York 3:50 p. m., Philadelphia 6:50 p. m., New York 3:50 p. m., Baitimore 6:45 p. m., Washington 5:16 p. m.

Mail Express daily at 1:40 p. m., arriving at Harrisburg 7:00 p. m., Philadelphia 10:55 p. m.

Mail Express daily at 1:40 p. m., arriving at Harrisburg 10:20 p. m., connecting at Harrisburg with Philadelphia Express.

Philadelphia Express.

Philadelphia Express.

Philadelphia Express.

Philadelphia Express.

Philadelphia 4:25 a. m., and New York 7:10 a. m., Philadelphia 4:25 a. m., and New York 7:10 a. m., Philadelphia 4:25 a. m., and New York 7:10 a. m., daily arriving Harving Ha

Philadelphia Express daily at 4:30 p. m., arriving at Harrisburg 1:00 a. m., Philadelphia 4:25 a. m., and New York 7:10 a. m. Eastern Express at 7:15 p. m. daily, arriving Harrisburg 2:35 a. m., Baltimore 6:20 a. m., Washington 7:20 a. m., Philadelphia 5:23 a. m., and New York 8:00 a. m., Philadelphia 5:25 a. m. and Fast Line daily, at 8:10 p. m., arriving at Harrisburg 3:20 a. m., Philadelphia 5:20 a. m., New York 9:30 a. m., Baltimore 6:20 a. m., Washington 7:20 a. m., ton 7:30 a. m.
All through trains connect at Jersey City with
boats of "Brooklyn Annex" for Brooklyn, N. Y.,
avoiding double ferriage and journey through New

avoiding double ferriage and journey through New York City.

Johnstown Accom., except Sunday. 3:40 p. m. Greensburg 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 Sunday. Derry Express 11:00 a. m., except Sunday. Derry Express 11:00 a. m., except Sunday. 11:00 a. m., except Sunday. 3:25, 6:00, 7:40, 9:25, 15:00 a. m., except Sunday. Sunday. 3:40, 4:00, 4:50, 5:15, 6:00, 6:45, 7:35, 9:00, 10:20, 11:30 p. m., 12:10 night, except Monday. Sunday, 3:40, 10:30 m., 12:25, 1:00, 2:2, 4:33, 5:30, 7:20, 9:30, 10:30 p. m. m., 12:25, 1:60, 2:3\*, 4:30, 5:30, 7:20, 9:30, 10:30 pt. M. Wilkinsburg Accom., 5:25, 6:00, 6:15, 6:45, 7:00, 7:25, 7:40, 8:10, 8:35, 8:50, 9:40, 10:30, 11:00, 11:10 a. m., 12:01, 12:15, 12:20, 1:00, 1:20, 1:30, 2:20, 2:30, 3:15, 3:40, 4:00, 4:10, 4:25, 4:35, 4:35, 4:50, 5:00, 5:15, 5:30, 5:45, 6:00, 6:00, 6:00, 6:45, 7:20, 7:25, 8:25, 9:00, 9:45, 10:21, 11:00, 11:30 and 11:10 night, excent Monday. Sunday, 5:30, 8:40, 10:30, a. m., 12:25, 1:00, 1:30, 2:30, 4:30, 5:30, 7:29, 9:00, 9:30, 10:30 p. m. Braddock Accom., 5:25, 6:00, 6:15, 6:45, 7:00, 7:25, 7:40, 8:00, 8:10, 8:25, 8:20, 9:40, 10:30, 11:00, 11:10, 2:00, 2:30, 2:30, 3:30, 4:30, WITH WEST PENN RAITWAY

or Uniontown, 5:23 and 8:35 A. M., 1:20 and 4:25 week days. MONONGAHELA DIVISION.

MONONGABELA DIVISION,
12:25, 1:00, 1:20, 2:20, 4:20, 5:20, 7:20, 9:20, 9:30,
ON AND AFTER MAY 25, 1891.
For Monongaheia City, West Brownsville and
Uniontown, 10:40 a. m. For Monongaheia City
and West Brownsville, 7:25 and 10:40 a. m. and
4:30 p. m. On Sunday, 8:56 a. m. and 1:01 p. m.
For Monongaheia City only, 1:91 and 5:50 p. m.
week days. Dravosburg accom., 6:50 a. m. and
3:20 p. m. week days. West Elizabeth accom.,
8:25 a. m., 4:15, 6:30 and 11:35 p. m. Sunday, 9:40
p. m. MEST PENNSYLVANIA DIVISION.

ON AND AFTER NOVEMBER 16, 1891. rom FEDERAL STREET STATION, Allegheny City— For Springdale, week days, 6;29, 8:25, 8:50, 10:40, 11:50 a. m., 2:25, 4:19, 5:10, 5:30, 6:10, 6:20, 8:10, 10:30 and 11:40 p. m. Sundays, 12:35 and 9:30 10:30 and 11:30 p. m. Sunua, 1, 12:30 and 1:30 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.,
3:15, 4:19, 5:40, 8:10, 10:30 and 11:40 p. m. Sundaya,
12:23 and 9:30 p. m.
For Apoilo, week days, 10:40 a. m., and 5:40 p. m.
For Paulton and Hiairsville, weekdays, 6:55 a. m.,
3:15 and 10:30 p. m.
AT The Exceisior Baggage Express Company
will call for and check baggage from hotels and will call for and check linguage from hotels and residences. Time cards and full information can be obtained at the ticket offices—No. 110 Fifth ave-nue, corner Fourth avenue and Try street, and nion station. CHAS. E. PUGH, General Manager.

From Pittsburga Union Station. ennsylvania Lines. Trains Bun by Central Time. Southwest System-Pan Handle Route

Southwest System—Pan 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., †3.05 p.m. Arrive from same points: \*2.20 a.m., †3.05 p.m. Arrive from same points: \*2.20 a.m., †3.05 p.m., †8.35 a.m., †1.56 p.m., †3.30 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., †2.55 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. \*5.50 p.m. 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., \*8.45
p. m., 111.30 p.m. Arrays from same points: \*12.05
a.m., 11.15 a.m., \*6.00 a.m., \*6.35 a.m., \*6.00 p.m.,

\*6.50 p.m.

DEPART for Toledo, points intermediate and beyond:

\*1.100 a.m. \*11.200 a.m. \* DEFART for Toledo, points intermediate and beyond: \*7.10 a.m.,\*12.20 p.m., \*1.00 p.m., 111.20 p.m. Arrives from same points: \*1.15 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., \*11.45 p.m. Arrives 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 Bellaires fol.10 a.m., †12.45 p.m., †4.10 p.m. Arrives from same points: †9.00 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., †12.20 p.m. Arrives from same points: †1.25 p.m., †19.00 p.m.

\*12.20 p.m. ARRIVE from same points: †1.25 p.m., †5.00 p.m.

DEPART for New Castle, Jumestown, Youngstown and Niles, †3.45 p.m. ARRIVE from same points: †9.10 a.m.

DEPART for Youngstown, \*12.20 p.m. ARRIVE from Youngstown, \*6.50 p.m.

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

LOCAL SLEEPING CARS running to Columbus, Circinnati, Indianapolis, Cleveland, Toledo and Chicago are ready for occupancy at Pittsburgh Union Station at 5 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.

JONEPH WOOD, E. A. FORD,

JOSEPH WOOD, E. A. FORD. General Marren Cenaral Passenger Agent.



For Washington, D.
C. Baltimore, Philadelphia and New
York, \$3:00 a. m. and
\*9:20 p. m.
For Comberland,
\*8:50, \*8:00 a. m.,
\*1:10, \*9:20 p. m.
For Conneilsville,
\*8:50, \*800, \$8:30 a. m.,
\*1:10, \*14:15, \*15:00 \*2:20
p. m.
For Unicontown,
\*5:50, \*5:00, \$8:30 a. m.,
\*1:10, \*14:15 and \$5:60 p.
m.

m. For Mt. Pleasant, \$150 and \$3:00 a. m., \$1:15, \$4:15 and \$5:00 p. m. For Washington, Pa., 7:20 and \$1:20 a. m., \$4:00, \$4:45, 7:20 and \$1:35 p. m. For Wheeling, 7:20, \$2:30 a. m., \$4:00, \$7:30 and \$11:35 p. m. For Clucinnati and St. Louis, \$7:22 a. m., \$7:20 p. m. For Chicinnati and St. Louis, 7:22 a. m., 7:30 p. m.
For Chicinnati, 11:35 p. m. (Saturday only.)
For Chicinnati, 11:35 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 7:30 p. m.
From Columbus, Chicinnati and Chicago, 7:50 a. m., 7:30 p. m.
From Columbus, Chicinnati and Chicago, 7:50 a. m., 7:50 p. m.
From Columbus, Chicannati and Chicago, 7:50 a. m., 7:50 p. m.
Parior and sleeping cars to Baltimore, Washington, Chichanati and Chicago, 7:50 p. m.
Parior and sleeping cars to Baltimore, Washington, Chichanati and Chicago, 7:50 p. m.
The Pittisburg Transfer Company will call for and check baggage from hotels and residences upon orders seft at B. & O. ticket office, corner Fifth avenue and Wood street, 637 and 639 Smith-field street,
J. T. ODELL, CHAS, O. SCULL,
General Manager. Gen, Fass, Agent,
DUTSBURG, AND LAKE, FRIE, RALLEOAD

J. T. ODELL.
General Manager.

Gen. Fass. Agent.

DITTSBURG AND LAKE ERIE RAH.ROAD
Company: schedule in effect November 14.
1891. Gentral time. P. & L. E. R. R.—Depart—For Chevlandt, "8:00 a. m., "1:50, 4:21, "9:45 p. m.
For Chevlandt, Chicago and St. Louis, "1:70, "9:45 p. m.
For Salamanca, "8:50 a. m., 1:50, 2:45 p. m.
For Salamanca, "8:50 a. m., 1:50, "9:45 p. m.
For Salamanca, "8:50 a. m., 1:50, "8:50, 9:55 a. m., "1:50, "9:55 p. m.
For Chevitant New Castle, 8:50, "8:50, "8:50, 2:55 a. m., "1:50, 8:55, "8:50, 9:55 a. m., "1:50, 8:55, 8:50, "9:65 p. m.
For Chartiers, "5:30, 5:30, "4:23, 5:23, "3:45 p. m.
For Chartiers, "5:30, 5:23, 5:20, "5:20, "5:50, 1:55, 3:30, 3:45, \$:40, 9:55 a. m., 12:10, 1:50, 1:50, "5:50, "5:50, 5:55, 1:50, "5:50, 1230, 6:15, 7:20, 10:00 a. m., 12:30, 1:20, 0:10, 1:20, 1:20, 0:10, 0:10, 1:20, 0:10 12:10, 3:49 p. m. For Espien and Beechmont, 1:59 a. m., 2:45 p. m. P. C. & Y. trains from Mansfield, 7:65, 11:59 a. m., 3:38 p. m. From Beechmont, 7:05, 11:59 a. m. P. McK. & Y. R.R. — DEFART—For New Haven, 75:20, 3:00 p. m. For West Newton, 75:20, 3:00, 3:00, 5:25 p. m. ARRIVE—From New Haven, 75:00 a. m., 74:05 p. m. From West Newton, 6:15, 75:00 a. m., 74:05 p. m. Por McKeesport, Elizabeth, Monongahela City and Belle Vernon, "5:65, 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, 'Sundayaoul', City ficket office, 6:39 Smithfield st. PITTSBURG AND WESTERN RAILWAY-Trains (C'ti Stan'd time). | Leave. | Arrive.

RAILEOADS. RAILROADS

A LLEGHENY VALLEY RAILWAY CO.—ON A and after Sunday, March 20, 1892, trains will leave and arrives at Union station. Pittsburg, eastern standard time: Buffalo express leaves at 8:29 a. m., 8:30 p. m., (arriving at Buffalo at 5:45 p. m. and 7:20 a. m.); arrives at 7:10 a. m., 6:25 p. m. Old City and DuBois express—Leaves 8:20 a. m., 1:30 p. m.; arrives 1:00, 6:35, 10:00 p. m. Emilenton—Leaves 4:00 p. m.; arrives 10:00 a. m. East Brady—Leaves at 6:50 a. m., Kittanning—Leaves 9:05 a. m., 5:30 p. m.; arrives 8:56 a. m., 5:55 p. m. Brassburn—Leaves 5:00, 6:15 p. m.; arrives 8:05 a. m., 1:250, 2:30, 11:20 p. m.; arrives 6:40 a. m., 1:230, 2:16, 4:50 p. m. Hutton—Leaves 5:00, 5:50 p. m.; arrives 7:35, 11:20 p. m. 8:500 p. m.; arrives 7:10 a. m. Emilenton—Leaves 9:05 a. m.; arrives 7:15 p. m. Emilenton—Leaves 9:05 a. m.; arrives 7:15 p. m. Eraeburn—Leaves 9:05 a. m.; arrives 7:10 p. n. Puliman parior buffet car on day trains and Puliman sleeping car on night trains between Pittaburg and Buffalo. Ticket offices, No. 110 Fifth avenua and Union station.

DAVID M'CARGO, JAMES P. ANDERSON. Gen. Pass. Agt.

STEAMERS AND EXCURSIONS. A RE YOU GOING ABROAD? A SERIES OF personally conducted parties will leave New York April 20, May 18, July 6 and 29, all traveling expenses included, first-class. Notway, Sweden and Russia tour leaves June 9, on Augusta Victria. Send for programmes. E. M. JENKINS, 257 Broadway, N. Y. api4-52 TO EUROPE—MAX SCHAMBERG & CO., No. 527 Smithfield st., represent all the lines to the Continent, sell drafts, letters of credit and foreign coin; make cable trans-ters and procure passports. Established in 1866.

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A choice of 7 European tours, strictly select and limited, including a "four-in-hand" coaching trip of 50 days through England, J. McCORMICK, Agent for Pittsburg, Pamb22-94-TTS

AMERICAN LINE.
Sailing every Wednesday from Philadelphia and Liverpool. Passenger accommodations for all classes unsurpassed. Tickets sold to and from Great Britain and Ireland, Norway, Sweden, Denmark, etc.
INTERNATIONAL NAVIGATION CO., General agents. 205 Walnut st. Philadelphia. General agents, 305 Wainut st., Philadelphia, Full information can be had of J. J. Mo-CORMICK, 639 Smithfield street. LOUIS MOESER, 616 Smithfield street. mh844-rrs

NETHERLANDS LINE. SAILINGS FROM NEW YORK:

April 30,8:30 A. M., Saturday, WERKENDAM.
May 4, 11 A. M., Wednesday, "DUBBELDAM.
Steamers marked' sail to and from Amsterdam;
all others to and from Rotterdam.
From Pier, foot of Fifth street, Hoboken,
First cabin, 45 to 455; second cabin, 506. Reduced
excursion tickets. Steerage at low rates. For
filustrated guide and passage apply to JOHN J.
MCCORMICK. 630 Smithfield street; LOUIS
MOESER, 616 Smithfield street; LOUIS
BERG & CO., 527 Smithfield street; app3-D

WHITE STAR LINE—
For Queenstown and Liverpoot,
Royal and United states Mail Stammers,
Germanic, May 4, noon Germanic, June 1, noon
Teutonic, May, 11, 4 pm
Britannic, Mayis, 10100am
Britannic, Mayis, 10100am
Britannic, June 5, 4 pm
From White Star dock, 1004 of West 1 enth st.,

"Majestic, May 25, 4 p in "Majestic, June 22,4 p in From White Star dock, foot of West Tenth st., New York.
"Second cabin on these steamers. Saloon rates, 600 and upward. Excursion tickets on favorable terms. Second cabin, \$40 and \$45. Steerage, from or to the old construct, \$20.

White Star drafts payable on demand in all the principal banks throughout Great Britain. Apply to JOHN J. MCCORMICK. 529 Smithfield st., Pittsburg, or H. MAITLAND KERSEY, General Agent, 29 Broadway, New York.

Agent, 23 Broadway, New York, apl4-D

CUNARD LINE-NEW YORK AND LIVERPOOL, VIA QUEENSTOWN-From Pier 40,
North river. Fast express mall service.
Aurania, April 30, 8 a.m. | Aurania, May 23, 7 a.m.,
Umbria, May 14, 7 a.m. | Servia, June 4, 1 p. m.
Servia, May 14, 7 a.m. | Servia, June 11, 6 a.m.
Extra Steamers.

Gallia, May 18, 10 a.m. | Bothnia, June 1, 10 a.m.
Cabin passage, 50 and upward, according to location; second cabin, \$35.
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 Agents, or CHARLES P,
SMITH, Third av. and Wood st., Agent for Pittsburg, Pa.

Nowldentschay Hoyd Steenship, Company

Norddeutscher Hoyd Steamship Company.

New York to Southampton (London), SPRING SAILINGS, 1892. New York to Southampton (London), Bremen, SPRING SAILLINGS, 1892.

Trave, Tues., April 26 Lahn, Tues., June 7.
Ems., Sat., April 26 Lahn, Tues., June 18.
Havel, Tues., May 38 pree, Tues., June 18.
Lahn, Tues., May 10 Trave, Tues., June 18.
Lahn, Tues., May 10 Trave, Tues., June 25.
Spree, Tues., May 16 Trave, Tues., June 25.
Spree, Tues., May 17 Havel, Tues., June 25.
Spree, Tues., May 12 Lahn, Tues., July 5.
Ems., Sat., May 24 Lahn, Tues., July 5.
Ems., Saf., May 24 Lahn, Tues., July 5.
Ems., Saf., May 28 Lahn, Tues., July 5.
Havel, Tues., May 31 Spree, Tues., July 12.
Saile, June 4.
Time from New York to Southampton, 74 days., Tues., May 32 Lahn, Tues., July 12.
From Southampton to Bremen, 24 or 30 hours.
From Southampton to Loudon, by Southwestern Railway Co., 24 hours. Trains every hour in the summer season. Ealiway carriages for London await passengers in Southampton Docks on arrival of express steamers are well known for their speed, comfort and excellent cuisine.

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

MAX SCH AMBERG & CO., 527 Smithfield st., LOUIS MOSER, 618 Smithfield st., J. F. ERNY, Cashler German Savings and Dep. Bank, Agent for Pittsburg.

ap/5-D

DRUNKLINESS

Or the Liquor Habit Positively Cured by Administering Dr. Haines' Golden Specific.

It is manufactured as a powder, which can be given in a glass of beer, a cup of coffee or tea, or in lood, without the knowledge of the patient. It is absolutely harmless, and will effect a permanent and speedy cure, whether the patient is a moderate drinker or an alcoholic wreck. It has been given in thousands of cases, and it every instance a perfect cure has followed. It never falls. The system once impregnated with the Specific, it becomes an atter impossibility for the liquor appetite to exist. 20-page book of particulars free. To be had of A. J. RANKIN. Sixth and Penn av., Pitisburg. Trade supplied by GEO. A. KELLY & CO. Allegheny agents, E. HOLDEN & CO., 63 Federal st. 192-30-128





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Nervous Debility, Lost Hambood,
Impotence, Lack of Evvelopment,
Midney and Bladder Disorders, Night
Sweats, Varieocele and all diseases
brought on by imprudence or neglect. Without Stormach Medicine.

Has never failed in ten years. Illustrative
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ta 19-55-rrswk DR. MOTT'S PENNYROYAL PILLS, A remedy used for many years by an old physician with great success. It is a perfectly safe and reliable remedy and is successfully used as a monthly corrective by thousands of ladies. Beware of imitations. Ask for Dr. Mott's Pennyroyal Female Pills and take no other, or enclose \$1 and we will mail you a box securely sealed in plain paper. Price \$1 per box, six for \$5.

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WITH MEDICAL ELECTRICITY
For all CZRONIO, ORGANIO and
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Bay as Belt till you read this book. Address
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de29-37-TTS Mail. Butier, Clarion, Kane... 6:40 a m 11:30 a m
Akron and Éric... 77:30 a m 7:05 p m
Butler Accommodation... 31:50 p m 9:00 a m
Chicago Express (daily)... 2:00 p m 12:05 p m
Zetieuopie and Foxburg... 4:25 p m 5:20 a m
Butier Accommodation... 5:45 p m 7:20 a m
First-class fare to Chicago, \$10 50. Second-class.

5:60. Pullman Buffet sleeping cars to Chicago daily, WEAK NERVOUSSUFFERERS from youthful street, loss of Hanly Vigor, wasting weakness, various of Many Vigor, wasting weakness, above complaints, and by its use thomands of cases of the worst kind and of long standing have been restored to health and Hanheed. Its