### GETTING GORDON OIL.

Few Fifth Sanders Being Developed in the McDonald Field.

SHUTDOWN MOVEMENT IS DEAD. Sistersville Still Attracting the Attention of Operators.

OPERATIONS DOWN THE OHIO RIVER

The reports from the oil fields yesterday were rather bullish for those who are holding their oil. McDenald did not loom up with any remarkable wells, and Sistersville remained stationary.

No more talk of a shutdown is heard anywhere, and producers generally admit that the effort to get up such a movement has proven a failure. The only ones who eemed to advocate it were a few of the Mc-Donald operators who were long and wished to sell their product at an advance. Fifth sanders in this field are already taking a back seat, but the third, or Gordon, wells are coming to the front.

The People's Gas Company drilled a well into the Gordon yesterday on the McDonald Bros.' farm, located about three-fourths of a mile south of McDonald, which started off

at 15 barrels ac hour. Tankage has been erected at Lynch, Snyder & Co.'s well on the Meise farm, and it is good for about 200 barrels a day. They started to drill it deeper vesterday afternoon, but with what success could not be

noon, but with what success could not be ascertained.

There was a report in circulation at Noblestown and Oakdale yesterday afternoon that the Forest Oil Company's well on the Stirling farm, located three-fourths of a mile northwest of the Meise, had been drilled deeper and was flowing at the rate of 100 barrels an hour. Several days ago the Forest gave out the information that this well was through the fifth sand and dry. When notified of the report at Oakdale last evening officials of the company asserted that there were no tools at the well, and that they have not been in the hole for a week. They claimed that the well was abandoned at a depth of 50 feet below the bottom of the fifth sand, and that it will only make a moderate gasser.

Drilling South of Willow Grove,

The same company has started to spud on the McKeown farm, about a mile south of Willow Grove. Their No. 1, on the Gregg farm, located half a mile southwest of Gregg station on the Panhandle Railroad, should be in the Gordon sand either to-morrow station on the Fannandie Rairoad, should be in the Gordon sand either to-morrow evening or Monday. They got a crooked hole in the Big Injun sand at No. 2, on the Sam Sturgeon tarm, northeast of Oakdale, and have been compelled to ream down.

The Woodland Oil Company's No. 1, on the Crawford farm, located two miles southwest of McDonald, has been cased and is through the Big Injun sand. Their No. 2 has not yet been cased, but their No. 1, on the Scott farm, was cased yesterday.

J. M. Guffey & Co., are rigging up at their No. 2, on the McMichael farm, in the McCurdy end of the field, and are building a rig for No. 3.

Patterson & Jones' No. 1 Torrence developed a strong pressure of gas in the lifth vesterday and dralling was stopped.

The Devonian Oil Company's No. 4, J. H. Robb, was drilled through the sand yesterday and is dry. It is north of McDonald.

Benner Bros. & Co.'s well on the Donohue lot at Noblestown finished casing yesterday. Greenlee & Forst have five wells ready to case. They are Nos. 4 and 5 on the Marshall lease No. 2; Nos. 1 and 2 on the Marshall and Chalfant lease, and No. 1 on the McMurray lease No. 2. They have commenced to spud at their No. 2 on the McMurray lease may reach the fifth sand to-morrow night.

Getting Near the Fifth.

Getting Near the Fifth,

Guffey, Russell, McMullen & Co.'s No. 3 on the Wettengel lease, located between Oakdale and Noblestown, is in the Gordon sand, Malarkey & Peebles' No. 1 on the Wilkin-Maiarkey & Peebles No. 1 on the which son property is through the 10t-foot sand.

Marshall, Kennedy & Co.'s No. 2, on the Roy lease, is through the Big Injun.

Guffey & Co. inve a well on top of the sand on the Mankedick farm at Willow Grove.

The Willow Grove Oil Company's No. 2

Mankedick is only good for about ten barrels an hour, instead of 2t an hour, as reported yesterday.

reis an hour, instead of 24 an hour, as reported yesterday.

Mercer & McClurg will commence to build the riz to-day for their No. 2, on the McMurray property at Noblestown. They will start to spud on the Guy lot, west of Oakdale, Monday morning.

Greenice & Forst's No. 1, on the Buckley property, is down about 760 feet. It is located west of Noblestown.

The Devonian Oil Company's well on the Cabbiage farm, located about three miles

The Devonian Oil Company's well on the Cubinge farm, located about three miles south of McDonald, is not in the Gordon sand as has been erroneously reported. It was about through the gas sand yesterday and should get the Gordon by Monday.

The Oakdale Oil Company's Nos. 2 3 and 5 on the Gormley farm, south of the Wetmore wells, should be finished up to-morrow or Monday. Monday.

The Devonian Oil Company's No. 2 on the W. It. Noorhead farm, located a mile south of McDonald, is on top of the salt sand.

Down the Ohio River.

SISTERVILLE-Ludwig & Mooney's No. 1, on the Joshna Russell farm, is still doing about 1.000 barrels a day, and within the last two days it has been visited by hundreds of days it has been visited by hundreds of Pennsylvania operators who read the reports from it in The Disparen. Every day the impression that there is a big pool of oil in this vicinity seems to gain ground.

The Emery Oil Company's well, across, and up the river from the Ludwig & Mooney well, which is on the West Virginia side, was on the top of the sand last evening.

The Victor Oil Company's test well at Paden Valley, a mile and a half up the river from the Ludwig well, is down 160 feet.

Shay & Smith's well on the Stocking property, in the town, is due to get the sand to-day.

day.

Gillespie Bros.' well on the Gillespie lot is
in and good for only 30 barrels a day.

Unknown parties have located on Sol
Slider's property, two miles back of the Smith & Shay's well on the E. Roome prop

erty, near Forsyth's mill, is in and good fo 40 barrels a day. They have a rig complete on the G. W. Stocking farm above town an on the G. W. Stocking farm above town and are ready to spani.

The well on the Hubbard farm is in and good for 180 harrels a day.

Cameron & Co. are building a rig on the Pottmyer farm. It will be a rank wildcat as it is located in new territory, about ter miles southwest of Marietta. The McDonald Gauges.

The following estimates were submitted by the gaugers of the Southwestern Pennsy

vania Pipe Line Company:

The production of the field was 23,000, the same as the day before. The hourly gauges were as follows: Matthews' No. 3, 29: 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 Siewarg, 45: No. 1 M. Wright, 20; J. M. Guffey & Co. 8 No. 2 McMichael, 33: Forest & Greenlee's No. 4 McMurray, 25. Production, 23,000. Stock in field, 33,000.

The runs of the Southwest Penusylvania Pipe Line Company from McDonald Wednesday were 22,640; outside of McDonald, 11,792. The National Transit runs were 40,574; shipments, 5,233. New York Transit snipments were 31,496. Macksburg division of the Buckeye Pipe Line Company, 1,471. Buckeye runs, 49,729. Southern Pipe Line shipments, 8,134. Eureka runs,5,828.

Two Oil Men Dead. vania Pipe Line Company:

Two Oil Men Dead.

Loren G. Peck, one of the best known and highly respected men in the oil country, died this week at his home in Hazleto Kan. He was a charter member of the Bradford Oil Company and an operator for years. He had been a sufferer from chronic dropsical disease for years, and went to Hazleton, which he laid out and founded for the benefit of his health. In 1882 he went West, but did not give up his oil business until about a year ago.

J. B. McElwaine died at Sandy Lake, Pa., this week of injuries sustained by a fall. He was born in Mercer county 45 years ago and had almost as large an acquaintance in the oil country as any man who ever lived there. Since the days of Petroleum Centre he has been prominently identified with the oil interests, and at his death had a large oil supply business, with headquarters at Bradford and branches in New York, Ohio and Indiana.

Yesterday's Market Features. Kan. He was a charter member of the

Yesterday's Market Features. The close was nearly a cent better than the opening on a decrease in production and the appearance of a few buying orders. The opening and lowest was 56½c, highest 57½c, close 57½c. There were bids of 55½c for Jane on. Refined was quoted: New York, 6.30:: London, 5½d: Antwerp, 14. Daily sverage runs, 78,071; daily average shipments, 72,471. Clearances, 24,000 barrels.

OH. CTY. April 28.—National Transit certificates opened at 56½c; highest, 57½c; lowest, 56½c; closed, 57c; sales, 89,000 barrels; clearances, 27,200 barrels; shipments, 44,865 barrels: runs, 57,670 barrels.

New York, April 28.—Petroleum opened the opening on a decrease in production and

firm, advanced I cent on a few small buying orders and closed firm. Pennsylvania oil—Spot sales none. May option opened at 55%c; highest, 57%c; lowest, 58%c; closing, 57%c. Lima oil—No sales. Total sales, 10,000 bar-CHESS.

An communications should be address Chess Editor, P. O. Box 463. Chess Editor, P. O. Box 465.
The Pittsburg Chess Club meets at the Pittsburg
Library, Penn avenue,
The Allegheny Chess Club meets at Dr. Miller's
Hall, North avenue, Monday and Thursday evenloss. ngs. Solvers who understand the German notation are covested to use it.

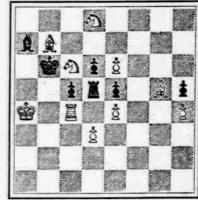
PROBLEM NO. 185, (For Dispatch Problem Tourney No. 1.1 Motto: "Dulce est desipere in loco." Black: 6 pieces.



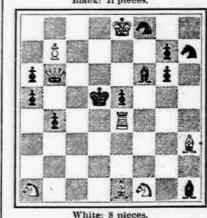
White: 8 pieces. White mates in three moves. PROBLEM NO. 186. [For Dispatch Problem Tourney No. 1.]

Black: 7 pieces.

Motto: "Old Stock."

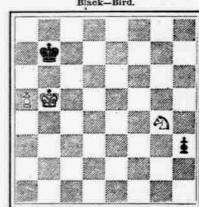


White mates in three moves. PROBLEM NO. 187. For Dispatch Problem Tourney No. 1.1 Motto: "Traum." Black: Il pieces



White mates in three moves ELEMENTARY STUDY.

The following position, which we take from the London Field, arose in a game played in the recent quintangular tournament. The study is a useful one, as a similar position may occur in actual play;



White-Mason White to play; black to draw. The continuation was: B'ack. | White. K B 2 | 80. Kt Kt 4 K B 1 | 81. P R 7 ch K Kt 1 | 82. Kt B 6 K R 1 | 83. Kt Q 5 Wisite. 76. PR6ch 77. KtR2 78. KB6 79. KKt6

111	WILL COL	rect play black c	Outd Dave dinw
r	the game.	The solution wi	ll be published i
p-			
9-	SOLUTIONS TO TOURNEY PROBLEMS.		
	No 179-Motto: "A Faithful Queen."		
is	White.	Black.	White
ol	BB7	K Kt O 4	OORsch
18		K Kt other	QQR6ch
	i .	Q Kt any	QQKt6ch
p-	1	PB5	B K 8 ch
)r		Kt B 5	BK8m
d	POUR VARIATIONS.		
d	No. 171-Motto: "Pards."		
d	White.	Binck.	White.
	QRS	K B 5	PK4
e		KK5	QQ3 ch
t,		KQ5	Q Kt 4 ch
п		P Kt4	QQ6 ch
	1	PB4 PK5	QQ3 ch KKt3
d	FIVE VARIATIONS.		
1.	No. 172-Motto: "Wanting."		
	White.	Black.	White,
e	BQB5	KxKt (Q 5)	Q Q 6 ch
100		K other	RxKt (B6) ch
15		P or BxKt	RxKt (B6)
n- 0;		RIR	Kt B 6 ch
U;		RRS	O B 4 ch

R R 6
Kt (B 6) xKt
Kt (B 6) Q 8
Kt (B 6) 0 ther
Kt (Q 7) xKt
Kt XK t eh
Kt (Q 7) other
Any other

R 2 4 4 ch
Kt Kt 5 ch
Kt Kt 5 ch
Kt Kt Kt 6 ch
Kt B 6 ch
Kt (B 3) xKt ch SEVEN VARIATIONS. There is a second solution by RxKt (B6), three variations.

Difficulty of solution, No. 170.—Three solvers assign 5 points; 4, 4 points, and 1, 2

points.
No. 171.—Two assign 7 points; 1, 6 points;
2, 5 points; 1, 4 points, and 1, 3 points.
No. 173. By Samuel Lloyd—R R 5.
Correct solutions of No. 173 received from
Eugene Woodard and Otto Wurzburg. SOLVERS' SCORE.

N No. 172. Former Score: COMPETITORS. Argyle... 4 5 5 ....

GAME NO. 134

Lipschutz versus Showalter. Lipschutz versus Showaiter.

The match between these players for the championship of America began on Wednesday, April 13. The winner of the first seven games is to be the victor, draws not counting. In case the players tie with six games apiece then a new match of three games is to be played. The play days are to be Mondays, Wednesdays, Thursdays and Saturdays. Showaiter won the move and opened with an Evans gambit, which Lipschutz declined to accept. The game was given up as

drawn after 64 moves had been played. The second game, a Q P opening, was also drawn. The third game, a Hungarian defense, resulted in a draw after 77 moves. The fourth game was played last Wednesday. Linschutz won a Vienna game after 27 moves. Showalter lost the game by prematurely capturing a pawn, which left a mate in three moves on the board. The score now stands: Linschutz, it Showalter, 6; drawn, 6. Appended is the first game, for the score of which we are indebted to the New York Sun. The notes are by Mr. B. Kohler, of Pittsburg:

EVANS GAMBIT DECLINED.

White. Showalter. Black. Lipschutz.

1. PK4 PK4
2. KKtB 3 QKt B 3
3. BKt 3 BKt 5
3. BKt 4
4. PQKt 4 BKt 3
5. PR 5. PR 5
6. Castles Ktxktch
7. QxKt QB 3
8. QKt 3 Kt Kt 2
9. Rt B 3 Castles
10. PQ 3 PQ 3
11. BR 3 QKt 3
12. Kt Kt 3 BKt 5
13. Kt Kt 5
13. Kt Kt 5
14. BxB B PxB
15. PK B 3
16. PK B 3
17. RxP PK B 3
18. QK R 1
14. BxB B PxB
15. PK B 3
16. PK B 3
17. RxP PK B 3
18. QR R 1
19. PQ 4 Rt Kt 3
19. PQ 7
19. PQ 8
19. PX 9
19. EVANS GAMBIT DECLINED. Given up as drawn.

5 P Kt 5. Here P Q R 4 is considered better the text move.

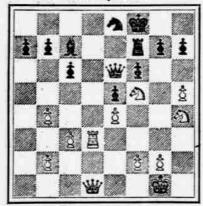
Q4. To prevent black from playing
4 on his 20th move. move P to Q 5.

S6 X X, B Kt 3. Black cannot take P with B ou account of R K L

44 X X, P Kt 3. Better than RxR, for then 45 BxR, P Kt 3: 46 R B 2 and black cannot take with either Q or P without disad-

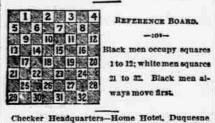
wantage.

The game, though played carefully, has only a few points of interest. The following position arose in the third game after black's thirty-third move, K B l: Black-Lipschutz.



White-Showalter. White to play. White played 34 P Kt 4, overlooking a win

THE GAME OF DRAUGHTS. CONDUCTED BY J. B. FERGUSON.

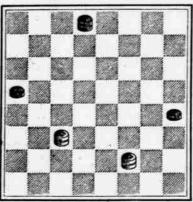


REFERENCE BOARD

Checker Headquarters—Home Hotel, Duquesne way, between Eighth and Ninth streets, and at Samuel Seeds', 96 Seventh avenue.

TO CORRESPONDENTS. Positions, Problems, Games and Checker News will at all times be welcome. All communications to be addressed P. O. BOX 35, EAST END, PITTSBURG, PA. P. O. Box 33. EAST END. PITTSBURG. PA.
Peter Cunningham—Yours to hand, and
will be glad to see you on May 30.
B. McFauldes—We were glad to hear from
you, and will look forward to seeing you on
May 30.
E. Fisher—Accept our thanks for contribution. We will expect to meet a good team
from Apollo on Decoration Day.
Robert Gibson—Thanks for report.

PROBLEM NO. 136. Black-13, 20; king, 2.



White-Kings, 22, 27. Either to move, white draws.

GAME NO. 25-WHILBER. Played at the rooms of the Washington, Pa., Checker Club between Robert Gibson and a friend Friend's Move.

(a) Not the most common line.
(b) Goes into an unknown country.
(c) This had not been noticed by my or ROBERT

GAME NO. 276—CROSS,
Contributed by Mrs. Will S. Andres: played by
correspondence between Jones, of Vavay, Ind.,
and Frazell, of Garrison, Kan.: 

NOTES BY ZACH BROGAN. (a) Neither Drummond nor Anderson notice this more; the player ambitious for crossboard honors may safely do likewise.
(b) A. D. P., var. 17, prefers the more strate-retic 5-9 draw. (c) Left as drawn in Robertson's Guide, var. 118.

(d) There goes his foot in it! 25-30 floats him buoyantiy to Drawland.

GAME NO. 27-DUNDEE. BY E. FISHER, APOLLO, PA. [Contributed to The Dispatch.] Black, McCracken. White, McIntyre.

(a) White's play had been conducted thus far as suggested by Mr. Robert Gibson, of Washing-(a) white play in the criticism, of Washington, Pa.

(b) The players invite criticism, as they would like to know whether or not black could draw after making this move.

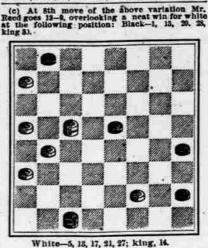
(c) He overlooks 9-5 after the three for three, The above game was played between the two rivals for the championship of Apollo, Pa. CORRESPONDENCE AND CRITICISM. To the Checker Editor of The Dispatch: In Chronicle Telegraph of April 25, criticising "Cape May," in Pittsburg Life, under the heading, "Brilliant Work of J. P. Reed," "Cape May's" position is as follows, correcting Strudwick and Wyllie:

Black-1, 6, 9, 10, 12, 16, 18, 20, White-11, 13, 17, 19, 21, 24, 24, 25, 27, "Cape May," in Pittsburg Life, plays white i

23-5 | 10-14b | 7-2 | 15-18 | 24-19 | 20-27 | 16-30 | 17-10 | 30-26 | 13-9 | 23-16 | 9-6 | 11-7 | 6-15 | 2-7 | 25-23 | 27-24 | W. wins VARIATION B-BY JAMES P. REED.

680

May" the Journal always had the following pleasant times-J. P. Reed. 10-15 | 18-19 | 15-19 | 72-82 | 24-27 | 7-3 | 7-2 | 9-44 | 14-18 | 15-29 | 10-7 | 31-29 | 12-16 | 19-28 | 19-22 | 20-24 | 27-31 | Drawn | 2-9 | 13-9c | 17-14 | 14-10 |



White to move and win. 18-22 | 22-15 | 11-9 16-23 | 21-25 | White 22-29 | 21-32 | wins. JOHN H. JONES. PITTSBURG, PA.

PITTSBUEG, PA.

JOHN H. JONES.

Last week Reed gave in Journal a correction of the last game of the Searight versus McKelvie match. At thirty-first move he shows Mr. McKelvio could have drawn the position by 1-8. The Chronicle-Telegraph in giving the play states "McKelvie lost as snown in the game. To draw the ending Mr. Roed, in his Weekly Journal, maneuvers beautifully. His analysis is keen." We would have thought the above sufficient with the addition of two large headlines, but when the Journal made its appearance Mr. Reed states in a note on the correction, "That if Mr. McKelvie could have played as shown in the draw he (McKelvie) would have won the match." "Hard Tack" goes back one move in the Searight versus McKelvie game, instead of 32-32, which forms J. P. Reed's problem, and gives him the grounds for his egotistical remarks, allowing a draw by 1-6. If Mr. Searight had gone 20-16 he would have still won. These corrections would show that Reed's brilliancy as an analyst is no more, and when he met McKelvie, on his visit to Scotland, the best he could do was to make an even score of no wins, five games drawn; but when he met Ferric, who claims that Searight is his equal, it was Ferrie 4, Reed 1, and 1 drawn. The above would show that Reed would rank with McKelvie, but could not be classed with Searight as a checker player.

Checker Editor of The Dispatch:

To the Checker Editor of The Dispatch: In game No. 501, in Chronicle-Telegraph, at thirty-third move, we have the following

Black -3, 10, 13, 14, 15, 16.
White-21, 22, 23, 24, 25, 30.
White-10 move and draw.
In the above game 24-20 was played, but play in stead 24-19, and draw, as follows: 15-24 | 22-18 | 16-19 | 18-9 | 19-26 | Drawn, In game No. 274, by Richard Jenkins, at thirty-ninth move, weehave the following

Black-8, 12, 13, 14, 17.
White-20, 12, 24, 25, 30.
White to move and win.
24-19 was played, and the game was drawn; try
the following to win:

22-19 23-22 15-8 10-6 3-8 24-19 14-23 21-25 26-23 13-17 25-31 27-24 25-19 25-1 Variation 1, of the above game is a draw.

LAWRENCE ARMSTRONG. BLYTHSDALE, PA.

We got, two days later, the same play as the above from Mr. McFaulds, of Courtney, Pa.—[CHECKER ED.] To the Checker Editor of The Dispatch:

END GAME NO. 65. Searight versus McKelvie match, at

position:
Black—1, 2, 6, 8, 10, 11, 12, 24.
White—15, 17, 18, 19, 26, 28, 30, 31.
Mr. Senright moved 1-5. Mr. McKelvie replied 17-13, but instead played 25-22, and white can draw easily. Then if 5-9 or 2-7, 17-13 and the draw seems forced THOMAS T. SMITH.

Correct solutions have been received to problem No. 185 from B. McFaulds, Peter Cunningham, Jr., Dinsmore, Pa. WASHINGTON VERSUS CLAYSVILLE. Washington, Pa., went to Claysville last saturday and made things hum. Ever since their crushing defeat by our Twin Sister they have got down to hard study. They have been going at the books with a venge have been going at the books with a vengeance. Sawhill has been coming up with a
rush; Hull has become a walking "McCulloch's Guide," and has been paying special
attention to end games. Leslie is doing well,
and Gibson divides his time between Kent's
Commentaries, Blackstone and Robertson's
Guide to the Game of Draughts. Their
recent tournament has brought to the front
Mr. Gates, a promising young player, and
the following shows their individual scores
in the match with Claysville strongest playerrs: Washington 25 wins, Claysville 8,
drawn 14.

WASHINGTON TEAM. Wins, Lost, Drawn Robert Gibson..... Robert Leslie..... Prof. Sawhiil.... H. D. Hull..... Mr. Gates.... CLAYSVILLE TEAM.

TYSON VISITS PHILADELPHIA.

Mr. Tyson combines business and checker playing on his visit to the City of Brotherly Love, and makes a splendid record, as the following scores will show: Denny . . . . . 5 Howard . . . . 2 Wilson . . . . 1 CHECKER ITEMS OF INTEREST.

CHECKER ITEMS OF INTEREST.

It is with a feeling of regret we learn that the Boston Weekly Globe discontinues its checker column. Mr. Durgin has conducted it for six years and it reflected great credit on his ability, and it took front rank of any column in the country; but we are glad to see Mr. Durgin is making arrangement to have a column elsewhere. During its continuance the Globe has published 2,345 games with many variations, 1,662 problems with their solutions. It is to be regretted that such a medium should have to say goodby.

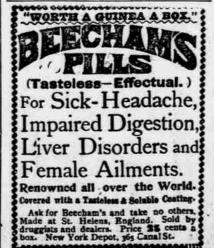
H. Z. Wright was in Coxsackie, N. Y., from the 13th to the 16th inst. His score is as follows:

Wright... 5 Wright... 7 Wright... 12 Wright... 2 Wright... 1 Wright... 2 

nas been promised some of ar. Wright's games.

The city players we fear are resting too casy as to the match on May 30 and if a little more interest is not awakened, we fear defeat will be the result. Washington.Sewickley, New Brighton, Tarentum, McKeesport and Apollo are all studying hard; and, as there is still four weeks before the date fixed for the match, we may get into something like condition.

HORSFORD'S ACID PHOSPHATE Makes an Invigorating Drink with water and sugar only. Delicious.



There are differences of opinn knowledge is incomplete.

W. Coll ties agree, and that is that the Carlsbad Mineral Waters are a specific remedy in all diseases of the stomach, liver and kidneys, for constipation, gout and rheumatism. If you cannot have the Waters conveniently use the genuine Carlsbad Sprudel Salts, which are the solid evaporations of the genuine Waters imported from Carlsbad. It is not a mere purgative; it is also an alterative and a constitutional remedy of great value. Be sure to get the genuine, which must have the signature of "Eisner & Mendelson Co.," Agents, N. Y., on every bottle.

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is a difficult problem with many people because but few articles of food agree with them. The doctor says

and indigestible. Every one interested in

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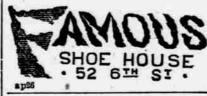
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ion among all of us. There will be, so long as

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times. It was left for our time to make a milk of codliver oil.

ter, is an easier food than butter. Scott's Emulsion of cod-liver oil is an easier food than cod-liver oil. It is rest for digestion. It stimulates, helps, restores, digestion; and, at the same time, supplies the body a kind of nourishment it can get in no



# WHAT TO EAT

AVOID GREASE

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**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 8 A. M. till 9 P. M. Saturdays until 11 P. M. RAILROADS.

PENNSYLVANIA RAILROAD, SCHEDULE IN EFFECT DECEMBER 20, 1891.
Trains will leave Union station, Pittsburg, as follows (Eastern Standard time): MAIN LINE EASTWARD,

Pennsylvania Limited of Pullman Vestibule Cars daily at 7:15 a. m., arriving at Harrisburg at 1:35 p. m., Philadelphia at 4:35 p. m., New York 7:00 p. m., Baitimore 4:40 p. m., Washington, 5:35 p. m. p. m.
Revisione Express daily at 1:20 a. m., arriving at
Harrisburg 8:25 a. m., Philadelphia 11:25 a. m.,
New York 2:00 p. m.
Atlantic Express daily at 2:20 a. m., arriving at
Harrisburg 10:20 a. m., Philadelphia 1:25 p. m.,
New York 3:50 p. m., Ballimore 1:15 p. m., Washington 1:20 v. m.
Harrisburg Accommodation daily, except Sunday,
5:25 a. m., arriving at Harrisburg 2:50 p. m.
Day Express daily at 8:00 a. m., arriving at Harrisburg 2:20 p. m., Philadelphia 6:50 p. m., New
York 9:25 p. m., Baltimore 6:45 p. m., Washington 8:15 p. m.

York 9:35 p. m., Baltimore 6:45 p. m., Washington 8:15 p. m., Ph ladelphia 10:35 p. m., Mail train Sunday 0-0 ly, 8:40 a. m., arrives Harrisburg 7:99 p. m., Ph ladelphia 10:35 p. m., Mail Express daily at 11:00 p. m., arriving at Harrisburg 10:30 p. m., connecting at Harrisburg with 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. Eastern Express at 7:15 p. m. daily, arriving Harrisburg 2:25 a. m., Baltimore 6:30 a. m., Washington 7:30 a. m., Philadelphia 5:25 a. m. and New York 8:60 a. m., Philadelphia 5:25 a. m. and New York 8:60 a. m., Philadelphia 5:50 a. m. New York 9:30 a. m., Philadelphia 5:50 a. m. New York 9:30 a. m., Baltimore 6:30 a. m., Washington 7:30 a. m., Connect at Jersey City with

York 9:30 a. m., Baitimore 6:30 a. m., Washington 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
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. 3:40, 1:30, 2:30, 3:40, 4:00, 4:50,
11:00 a. m., 12:15, 1:00, 1:30, 2:30, 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, 8:40, 10:30 a.
m., 12:25, 1:00, 2:30, 4:30, 5:30, 7:20, 9:30, 10:30
p. m. m. 12:25, 1:00, 2:30, 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, 9:40, 10:30, 11:00, 11:10 a. m., 12:01, 12:15, 12:29, 1:00, 1:20, 1:30, 2:30, 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, 6:45, 7:20, 7:25, 8:25, 9:60, 9:60, 0:45, 0:11:00, 11:10 and 11:10 night, except Monday. Sunday, 5:30, 8:40, 10:30, a. m., 12:25, 1:30, 1:30, 1:30, 2:30, 4:30, 5:20, 7:20, 8:40, 10:30, 1:10, 1:30, 2:30, 2:30, 3:45, 6:30, 6:45, 7:30, 6:15, 6:45, 7:30, 7:25, 7:40, 8:30, 8:10, 8:33, 8:35, 9:40, 10:30, 11:30, 11:10, 3:15, 2:40, 4:30, 4:35, 4:50, 5:30, 5:45, 6:30, 6:45, 7:30, 7:35, 8:35, 9:30, 9:35, 10:30, 11:3

SOUTH-WEST PENN RAILWAY.

MONONGAHELA DIVISION. MONONGAHELA 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 s. m. For Monongahela City and West Brownsville, 7:35 and 10:40 s. m. and 4:50 p. m. On Sunday, 3:56 s. m. and 1:01 p. m. For Monongahela City only, 1:01 and 5:50 p. m. week days. Dravoshurg accom., 6:00 s. m. and 2:30 p. m. week days. West Elizabeth accom., 6:35 s. m., 4:15, 6:30 and 11:35 p. m. 2 unday, 9:40 n. m. WEST PENNSYLVANIA DIVISION, ON AND AFTER NOVEMBER 16, 1891. rom FEDERAL STREET STATION, Allegheny

City— for Springdale, week days, 6;20, 8:25, 8:50, 10:40, 11:50 a. m., 2:25, 4:19, 5:00, 5:10, 6:10, 6:20, 8:10, 10:30 and 11:40 p. m. Sundays, 12:35 and 9:30 p. m. or Butler, week days, 6:56, 8:50, 10:40 s. m., 3:15 and 6:10 p. m. For Dutier, 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, 5:49, 8:10, 10:20 and 11:40 p. m. Sundays, 12:35 and 8:30 p. m.

For Apollo, week days, 10:40 a. m., and 5:40 p. m.

For Paulton and Blairsville, weekdays, 6:55 a. m., 3:15 and 10:30 p. m.

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

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

Union station. CHAS. E. PUGH, General Manager,

Bonthwest 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., †12.05 p.m. Arrive from
same points: \*2.20 a.m., †13.05 p.m.
Depart for Washington, †6.15 a.m., †8.35 a.m.,
†1.55 p.m., †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., †2.35 p.m., †6.35 p.m.
Depart for Wheeling, \*7.00 a.m., †12.05 n'n.,
†2.45 p.m., †6.10 p.m. Arrive from Wheeling,
†3.46 a.m., †3.05 p.m., \*5.55 p.m. Northwest System—Fort Wayne Route

Depart for Chicago, points intermediate and beyond:

\*1.30 a.m., \*7.10 a.m., \*12.20 p.m., \*1.00 p.m., \*8.45 p.m., 111.30 p.m. Arrive from same points: \*12.05 a.m., \$1.15 a.m., \*6.00 a.m., \*6.35 a.m., \*6.00 p.m.

Depart for Toledo, points intermediate and beyond:

\*\*Depart for Toledo, points intermediate and beyond:

\*\*Op.m.\*\*
DFFART for Toledo, points intermediate and beyond:
\*\*7.10 a.m.\*\* 12.20 p.m., \*\*1.00 p.m.\*\*, 111.20 p.ia. Arrive 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., \*\*11.05 p.m., \*\*12.45 p.m., \*\*1.10 a.m., \*\*12.45 p.m., \*\*12.15 p.m., \*\*6.00 p.m., \*\*7.00 p.m.

DEFART for Martins Ferry, Bridgeport and Bellaire: \$6.10 a.m., \*\*12.45 p.m., \*\*1.10 p.m. Arrive from same points: \$6.00 a.m., \*\*12.45 p.m., \*\*1.10 p.m. Arrive from same points: \$19.00 a.m., \*\*12.45 p.m., \*\*7.00 p.m.

DEFART for New Castle, Erie, Youngstown, Ashtabula, points intermediate and beyond: \$17.20 a.m., \*\*12.20 p.m. Arrive from same points: \$12.20 p.m. Arrive from same points: \$10.00 a.m.

DEFART for New Castle, Jamestown, Youngstown and Niles, \$3.45 p.m. Arrive from same points: \$10.10 a.m.

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

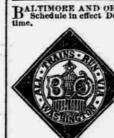
PULLMAN SLEEPING CARS AND PULLMAN DINING CARS run through, East and West, on principal trains of both Systems.

Local Sirreing Cars running to Columbus, Cincinnati, Indianapolis, Cleveland, Toledo and Chicago are ready for occupancy at Pittsburgh Union Station at \$0 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.

Delight Yes. Sunday, IEx. Saturday, \*\*Ex. Monday, JOSEPH WOOD, E. A. FORD, General Vassander Agmit.

Cenaral Passenger Agent. BALTIMORE AND OHIO RAILROAD.
Schedule in effect December 20, 1891. Eastern



For Washington, D.
C. Baltimore, Philadelphia and New
York, 3:00 a. m. and
3:20 p. m.
For Cumberland,
40:30, 3:00 a. m.
11:10, 3:20 p. m.
For Conneilsville,
6:50, 3:00, 5:30 a. m.
11:10, 14:15, 15:00 3:20
p. m. p. m. F or Uniontown, \$8:50, \*8:00 [5:30 a. m., \$1:10, \$4:15 and \$5:00 p.

For Mt. Pleasant, 25:50 and 25:00 a. m., 21:15, 24:15 and 25:00 p. m.
For Washington, Pa., 7:20 and 25:30 a. m., 4:00, 24:45, 7:30 and 11:35 p. m.
For Wheeling, 7:20, 39:30 a. m., 4:00, 7:30 and 11:35 p. m.
For Cincinnati For Cincinnati, 11:35 p. m. (Saturday only.)
For Cincinnati, 11:35 p. m. (Saturday only.)
For Columbus. 77:20 a. m., 77:20 and 111:35 p. m.
For Columbus. 77:20 a. m., 77:20 and 111:35 p. m.
For Newark, 77:20 a. m., 77:20 and 111:35 p. m.
For Chicago, 77:20 a. m. and 77:20 p. m.
Trains arrive from New York, Philadelphia, Baltimore and Washington, 75 10 a. m., 78:20 p. m.
From Columbus. Cincinnati and Chicago, 78:30 a. m., 78:30 p. m. From Wheeling, 78:50, 710:45 a. m., 78:30 p. m. From Wheeling, 78:50, 710:45 a. m., 74:15, 78:30 p. m.
Parior and sieeping cars to Baltimore, Washington, Cincinnati and Chicago.
Thaily. 1Daily except Saturday.
The Pittsburg Transfer Company will call for and check baggage from hotely and residences upon orders seft at B. & O. ticket office, corner Fifth avenue and Wood street, 67 and 639 Smitheled street,
J. T. ODELL,
General Manager.

CHAS. O. SCULLL,
General Manager.

General Manager. Gen. Pass. Agent.

DITTSBURG AND LAKE ERIE RAILROAD

Company; schedule in effect November 18.
1881, Central time. P. & L. E. R. R.—Depart—
For Cleveland, \*5:00 a. m., \*1:50, 4:20, \*9:45 p. m.
For Cincinnati, Chicago and St. Louis, \*1:50, \*9:45 p. m.
For Salamanca, \*2:00 a. m., \*1:50, \*9:45 p. m. For Salamanca, \*2:00 a. m., \*1:50, \*9:45 p. m. For Youngstown and New Castle, 5:00, \*8:00, 5:55 n.
m., \*1:50, \*4:20, \*9:45 p. m. For Beaver Yalls, 6:00, 7:00, \*8:00, 9:55 a. m., \*1:50, 3:20, \*4:21, 5:20, \*9:45 p.
m. For Chartiers, \*5:20, 5:38, 6:00, 6:55, 7:00, 7:35, \*7:50, 8:55, \*9:10, 9:55, \$11:45 p. m., 12:10, 1:20, 1:55, 3:30, 3:45, \$4:20, \*4:23, 5:10, 5:20, \*8:00, 5:54, 5:20, \*8:00, 5:45, 5:20, \*8:00, 5:45, 5:20, \*8:00, 5:45, 5:20, \*8:00, 5:45, 5:40, 0:30 p. m. ARRIVE—From Cleveland, \*5:30 a. m., \*12:30, ARRIVE—From Cleveland, \*5:30 a. m., \*12:30, 115, \*7:30 p. m. From Clincinnati, Chicago and it. Louis, \*6:30 a. m., \*12:30, 7:30 p. m. From Sulfato, \*6:30 a. m., 12:30, 9:30 p. m. From Sulfato, \*6:30 a. m., \*7:30 p. m. From Coungstown and New Castle, \*6:30, \*16:00 a. m., 12:30, 5:15, 7:30, \*9:30 p. m. From Beaver Falls, \*20, \*5:15, 7:30, \*10:00 a. m., \*12:30, 1:20, 5:15, 7:31, \*30 p. m. 9:30 p. m. P., C. & Y. trains for Mansfield, 7:35 a. m., 12:10, 3:45 p. m. For Espleu and Beechmont, 1:35 (23:5) p. m. C. & Y. trains from Mansfield, 7:05, 11:59 a. C. & Y. trains from Beechmont, 7:05, 11:59 a. m. From Beechmont, 7:05, 11:59 a. m. McK. & Y. R. R. — DEPART—For New Haven, 1, 2:00 p. m. For West Newton, 5:23, 5:00, 25 p. m. ARRIVE-From New Haven, \*9:00 a. m., \*4:05 p. h. From West Newton, 6:15, \*9:00 a. m., \*4:05 p. m.
For McKeesport, Elfzabeth, Monongaheia City
and Belie Vernon, %:45, 11:05 a. m., 4:00 p. m.
From Belie Vernon, Monongaheia City. Elizabeth and MicKeesport, 77:40 a. m., 1:23, 45:05 p. m.
"Daily. Sundays only.
City licket office, 629 Smithfield st.

PITTSBURG AND WESTERN RAILWAY-Trains (C'ti Stan'd time), Leave. Arrive. Mail. Butler, Clarion, Kane. 6:40 a m 11:30 a m
Akron and Erie. 7:30 a m 7:65 p m
Butler Accommodation 3:10 pm 9:00 a m
Chicago Express (daily) 2:00 pm 12:05 pm
Butler Accommodation 4:25 pm 5:20 a m
Butler Accommodation 5:45 pm 7:00 a m
First-class fare to Chicago, \$10 30. Second-class,
\$6 00. Pullman Buffet sleeping cars to Chicago daily, RAILROADS,

A LLEGHENY VALLEY RAILWAY CO.—ON and after Sunday, March 20, 1802, trains will leave and arrive at Union station, Pittaburg, eastern standard time: Buffalo express leaves at 3:20 a. m., 3:50 p. m. (arriving at Buffalo at 5:48 p. m. and 7:20 a. m.): arrives at 7:10 a. m., 6:25 p. m. (oil City and DuBols express—Leaves 3:20 a. m., 1:20 p. m.; arrives 1:00, 6:33, 10:00 p. m. Emilenton—Leaves 4:00 p. m.; arrives 1:00 a. m. East Brady—Leaves 4:00 p. m.; arrives 8:55 a. m., 5:50 p. m. Brae-burn—Leaves 5:00 a. m. Kittanning—Leaves 9:05 a. m., 5:50 p. m.; arrives 5:56 a. m., 5:50 p. m.; Brae-burn—Leaves 5:00, 5:15 p. m.; arrives 8:55 a. m., 7:40 p. m. Valley Camp—Leaves 10:15 a. m., 12:03, 2:30, 11:20 p. m. Sunday trains—Buffalo express—Leaves 8:20 a. m., 8:50 p. m., arrives 7:10 a. m. 6:35 p. m. Emilenton—Leaves 2:05 a. m.; arrives 9:15 p. m. Emilenton—Leaves 2:05 a. m.; arrives 10:16 p. m. Brae-burn—Leaves 2:30 p. m.; arrives 10:16 p. m. Brae-burn—Leaves 12:40 p. m.; arrives 10:16 p. m. Gen? Supt. Brae-burn—Leaves 12:40 p. m.; arrives 10:16 p. m. Brae-burn—Leaves 12:40 p. m.; arrives 10:16 p. m. Brae-burn—Leaves 12:40 p. m.; arrives 10:16 p. m. Gen? Supt. Brae-burn—Leaves 12:40 p. m.; arrives 10:16 p. m. Gen. Pass. Agt. Gen. Pass. Agt.

STEAMERS AND EXCURSIONS. A RE YOU GOING ABROAD? A SERIES OF A personally conducted parties will leave New York April 20, May 18, July 5 and 29, all traveling expenses included, first-class. Norway, Sweden and Russia tour leaves June 9, on Augusta Victoria. Send for programmes. E. M. JENKINS, 277 Broadway, N. Y.

NETHERLANDS LINE SALLINGS FROM NEW YORK:
April 30,8-39 A. H.. 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, 436. Reduced
excursion tickets. Steerage at low rates. For
illustrated guide and passage apply to JOHN J.
MCCORMICK. 439 Smithfield street; LÓUIS
MOESER, 616 Smithfield street; LÓUIS
MOESER, 616 Smithfield street; LÓUIS
MOESER, 616 Smithfield street; LÓUIS
MOESER, 617 Smithfield street; LÓUIS
MOESER, 618 SMITHFIELD STAFELLER.

BERG & CO., 527 Smithfield street.

WHITE STAR LINE—
For Queenstown and Liverpool,
Royal and United States Mail Steamers,
Germanic, May 4, noon Germanic, June 1, noon
Teutonic, May 11, 4 pm "Teutonic, June 8, 4 pm
Nritannic, Mayils, 10: Mam Britannic, June 13, 9 a m
Majestic, May 2, 4 pm "Majestic, June 22, 4 pm
From White Star dock, foot of West Teuthst,
New York.
"Second cabin on these steamers. Saloon raice,
600 and upward. Excursion tickets on favorable
terms. Second cabin, \$40 and \$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. McCORMICK. 639 Smithfield st.,
Pittsburg, or H. MAITLAND KERSEY, General
Agent, 23 Broadway, New York, apl4-p
CUNARD LINE—NEW YORK AND LIVER-

CUNARD LINE-NEW YORK AND LIVER-POOL, VIA QUEENSTOWN-From Pier 40, North river. Fast express mail service.

Aurania, April 30, 8a.m. | Aurania, May 23, 7a.m. |
Umbria, May 7, 2 p. m. | Umbria, June 4, 1 p. m. |
Servia, May 14, 7a.m. | Servia, June 11, 6a.m. |
Etruria, May 21, 1 p. m. | Etruria, June 18, 11:30 a.m.

Extra Steamers.

Gallia, May 18, 10 a. m. | Bothnia, June 1, 10 a. m. Gailia, May 18, 10 a.m., Bothnia, June 1, 19 a.m.,
Cabin passage, 500 and upward, according to location; second cabin, 855.
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 Pitburg, Pa.

## ANCHOR LINE.

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

y S. S. CITY OF ROME, May 28, July 3, 360 and upwards, according to accom-modation and location of Room. Other Steamers of the line 250 and upwards. Second Cabin 325. Steerage 319, assengers booked at through rates to or from any city in Great Britain or on the Continent. Drafts on London Sold at Lowest Bates, Book of information, tours and sailing lists furnished on application to Agents,
HENDERSON BROTHERS, 7 Bowling Green, N. Y.
or J. J. MCCORMICK, 639 Smithfield st., A. D.
SCORER & SON, 144 Water st., opp. B. & O. depot,
Ilitaburg; F. M. SEMPLE, 110 Federal st., Allegheny.

#### RED STAR LINE.

Weekly between New York and Antwerp, The spleudid, first-class, full-powered steam Rhynland, Wednesday, May 4, 12:00 noon, Westernland, Wednesday, May 11, 5 P. M. Belgenland, Saturday, May 13, 10 A. M. Noordland, Wednesday, May 13, 10 A. M. Saloons, staterooms, smosting and bathro-midships; second cabin accommodations un-elled.

celled.
Staterooms all on main deck.
First cabin, \$55 and upward; excursion tickets.
\$59 and upward; second cabin, \$45; round trip, 10
per cent reduction; steerage at very low rates.
Sead for "Facts for Travelers." International Navigation Company,

GENERAL AGENTS,
No. 6 Bowing Green, New York,
AGENTS:
J. J. McCormick, 639 Smithfield street,
Louis Moeser, 616 Smithfield street,
J. V. Erny, German Savings Bank,
at 2'-NWF

### 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. m. City of Berlin, Wednesday, May 11, 5:00 p. m. City of New York, Wed'day, May 18, 2:00 a. m. City of Chicago, Wednesday, May 25, 4:30 p. m. For rates of passage and other information, apply to

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., 537 Smithfield st., and A. D. SCORER & SON, 144 Water st. ap25-MWF Norddeutscher Lloyd Steamship Company.

Norddeutscher Lloyd Steamship Company.

Fast Line of Express Steamers.

New York to Southampton (London), Bremen.

SPRING SALLINGS, 1892.

Trave, Tuess, April 32 Elbe, Sat., June 15
Ems. Sat., April 32 Elbe, Sat., June 15
Harel, Tuess, May 38 Spree, Tuess, June 15
Sasle, Sat., May 74 Hers.

Lain, Tuess, May 10 Trave, Tuess, June 15
Elbe, Sat., May 17 Havel, Tuess, June 25
Spree, Tuess, May 16 Fms, Sat., June 25
Spree, Tuess, May 17 Havel, Tuess, June 25
Spree, Tuess, May 17 Havel, Tuess, June 25
Ems., Sat., May 28 Elbe, Sat., July 25
Trave, Tuess, May 32 Elbe, Sat., July 25
Ems., Sat., May 32 Elbe, Sat., July 39
Havel, Tuess, May 31 Spree, Tuess, July 12
Saale, Sat., June 41
Time from New York to Southampton, 75 days.
From Southampton to Bremen, 24 or 30 hours.
From Southampton to Bremen, 24 or 30 hours.
From Southampton to London, by Southwestern
Hallway Co., 24 hours. Trains every hour in the summer season. Rallway carriages for London
await passengers in Southampton Docks on arrival of express steamers from New York.

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

MAX SCHAMBERG & CO., 627 Smithfield st.,
LOUIS MOSER, 618 Smithfield st., J. F. ERNY,
Cashler German Savings and Dep. Bank, Agents
for Pittsburg.

OIL WELL SUPPLIES. After 19 Years of Trial. ELAINE

-THE-FAMILY SAFEGUARD OH,

NEVER VARIES IN QUALITY. Cannot be Exploded.

Is conceded to be the Best and Safe t Off Known.

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

Elaine is free from benzine and paraffine;
t will never chill in the coldest temperature
mown 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, Elaine is a pleasant oil for family use.

Can be Burned in Any Petroleum Lamp. POSITIVE PROTECTION FROM LAMP EXPLOSIONS. MAKES THE SAFEST AND BEST LIGHT KNOWN.

ELAINE! The Family OIL.

Safeguard OIL.

Million Gallons ELAINE Sold in 15 Years From 1873 to 1893. Elaine cannot be improved upon. WARDEN & OXNARD.

MANUFACTURERS, HITTSBURG PA WEAK NERVOUSSUFFEREStrom youthful carriers, less of Hanly Vigue, wasting weakness, above complaints, and by its use thousands of cases of the vertil that and of long standing have been restored to hand he of Manhood. In

DR. F. B. CLARKE, East Hadd