NEW ADVERTISEMENTS.

BLAZER SUITS.

Navy, Tan or Black all-wool

cloth Blazer Suits-sizes 34 to

Tan Mixed or Grav Mixed

Plain Tan, Navy or Black

Navy Storm Serge Blazer

Brown, Gray, Tan, Navy or

Black Fancy Cheviot, with

White Striped Blue Serge

Navy or Black Cheviot Reef-

'Misses' Blazer Suits, 14, 16,

18 years, plain navy cloth, \$7

and \$8.50. Misses' Plain Navy,

SHIRT WAISTS.

70c, 75c, \$1 each.

75c, \$1, \$1.25 each.

75c, \$1 to \$2.50 each.

\$1.25 each.

and \$4.50 each.

with jabot front, \$5.

Black Blazers, \$2.50.

Percale Shirt Waists, 50c,

Figured Sateen Shirt Waists,

Batiste Shirt Waists, 75c, \$1,

White Lawn Waists, 50c,

Wash Silk Waists, \$3.75

Figured India Silk Waists,

BLAZERS.

ALL ON SECOND FLOOR.

ALLEGHENY.

B.E. ARONS

fancy silk faced Blazer, \$15.

Russian Blouse Suit, \$12.50.

Blazer Suits, with braided col-

40-\$5.50 and \$6.50 each.

Blazer Suits, \$8.50.

lar, \$8.50.

Suits, \$10.00.

er Suits, \$9.00.

NOT QUITE A BILLION

Spent by the Fifty-First Congress Says Senator Dingley.

ABOUT \$300,000,000 SHORT OF IT.

American Tourists Ignore the Beauties of Tellowstone Park.

LIVELY DISSENSIONS IN WASHINGTON

WASHINGTON, May 10 .- In the Senate to-day Mr. Mitchell, of Oregon, presented a resolution instructing the Committee on the Quadro-Centennial to inquire into the desirability of making an appropriation to enable the National Guards of the various States to hold an encampment at the World's Fair. Referred.

The river and harbor bill was received from the House and referred to the Committee on Commerce. The conference report on the urgent deficiency bill was presented and agreed to.

A bill to establish the boundaries of Yellowstone Park drew from Mr. Vest some strong remarks in regard to an unserupulous lobby which, he said, was maintained in Washington for the purposes of obtaining a railroad charter through Yellowstone Park and selling it to the Northern Pacific. He openly asserted that this lobby in some mysterious manner controlled the action of the House, and would not allow this or any other bill to pass it till the railroad charter

got through.

Mr. Vest said that he would submit to the passage of the bill not because his judgment approved of it, but because he could not help himself. He did not believe, how-ever, that the persistent and unscrupulous lobby that had always opposed legislation in the interest of the park would permit the passage of the bill through the House of Representatives. The lobby that he referred to wanted a railroad charter, authorizing the building of a railroad into the park; and the passage of this bill segregating a portion of it on the north would defeat that purpose.

A Park for the People,

In reference to a remark made by Mr. Berry to the effect that the Yellowstone Park was maintained for the benefit of rich people only, Mr. Vest asserted that there was no like extent of travel anywhere as cheap as a trip to the Yellowstone Park. Ameri-can tourists spent \$150,000,000 a year in European travel; and, if the Yellowstone Park were among the Italian or Swiss Alps, every American who went abroad would visit it and would cross the ocean for that purpose, but, as it was an American wonder. Americans went away from it. The people who visited the park were generally people of moderate means, who could not afford a trip to Europe.

Mr. Berry argued that the Government ought not to be engaged in running parks or in raising wild animals. Already, he said, there is a scandal abroad in regard to that perk. He would therefore not vote to en-large the Yellowstone Park, but would vote

Mr. Gorman took part in the discussion and criticised the motives of the Northern Pacific Railroad Company in trying to keep the monopoly of railroad traffic to the park. That company, he said, ough: to be content with all the privileges already granted to it. After a discussion that lasted nearly two hours the bill was passed—yeas, 32; nays, 18—and then the Senate proceeded to executive business and when the doors were reopened adjourned.

Not a Billion-Dollar Congress Mr. Dingley, of Maine, created some surprise by stating that the much-abused billion-dollar Congress was not entitled to the name, for the expenditures authorized by it

would not exceed \$700,000,000. Mr. Richardson, of Tenness statement regarding the cost of the public printing, and said that the amount expended ast year was \$3,674,759, of which \$315,894 had been recommended by the Committee on Printing, the remainder being that re-quired under existing law. He thought the departments should be compelled to print only the routine circulars, etc., in the branch establishments. It would never be possible to secure any economy in public printing unless certain restrictions were The departments were allowed too much license.

The hourgiven to the Committee on Printing having expired, the House went into mittee of whole (Mr. Lester, of Georgia, in chair) on sundry civil appropriation bill, general debate being limited to five hours.

Feenomy to Catch Votes Mr. Holman, of Indiana, stated that the amount appropriated by the bill was \$25,-157,787, against an estimate of \$35,183,955, and an appropriation for the current year

61 \$38,395,363, Cogswell, of Massachusetts, said the bill was supposed to carry appropria-tions for the sundry civil expenses of the Government for the fiscal year 1893. If this session should be the average length of a long session, this bill was fully three months in advance of its usual time. Whether it was reported thus prematurely in order to shut out appropriations for expenditures which Congress might see fit to authorize and thus reduce the amount the bill carried for party purposes pending a Presidental election and in after disregard of public interest, was for the majority of the committee reporting the bill to explain. It was claimed that the bill reduced the expenditure: earried by the existing law some \$13,000,000. But this reduction had been made by refusing to the country the appropriations which were absolutely neces sary. If he were to put a motto at the heading of this bill it would be: "No sayings, but postponements; no economy, but increased expenditures in the end."

The River and Barbor Bill Criticised.

Mr. Kem, of Nebraska, in speaking against any increase of the appropriations carried by the bill, inveighed against the extravagance of the present House and especially criticised the river and harbor bill which passed yesterday. He had voted for that bill, but he had done so only because he belived in internal improvements. He did not know personally that there were any steals contained in that measure, but he had heard it rumored in the House and on

the streets that there were.

Mr. Wilson, of Washington, argued that the appropriation of \$100,000 for the survey of the public lands was totally inadequate. He pleaded for free homes for the

After further discussion by Messra. Sweet and Herman against cutting down the appropriation for the public land sur-veys, Mr. Dingley, of Maine, attacked the bill as not conforming to the requirements of law, and as paving the way to large deficiency appropriations at the second session.

In Defense of the Fifty-First,

"We were now within two months of the close of the present fiscal year for which the billion-dollar Congress had appropriated," said the gentleman, "and it is possible now to say—within a very small amount—what that Congress had expended.
What has it been? Has it been a billion dollars? No; almost \$300,000,000 short of a biltion dollars."

Mr. Dockery inquired whether the gentleman meant to say that of the \$1,008,000,000 appropriated by the last Congress but \$700,000,000 would be expended before the

close of the present fiscal year.

Mr. Dingley denied in the first place that any such amount had been appropriated, and in the second place asserted that the expenditures of the Fifty-first Congress would not exceed \$700,000,000. The committee then rose. 1 Mr. Kendall, of Kentucky, was appointed as a member of the Banking and Currency

and Claims Committees. THE latest novelties in men's neckwear.

JAMES H. AIKEN & Co., 100 Fifth avenue. OUT FOR THEIR BLOOD.

Story of the Kidnaped Witnesses Against the Cattlemen-A Signal That Did Not Work-One Man's Nerve Saves Them From Death.

he was lost, and commanding them to re-main in the road, he went toward a small ravine and lit several matches, claiming he

assault the party he secured a revolver from one of the pack animals, and compelled Witte to desist and proceed on their journey. At daylight they reached a ranch where Jones learned a partwof 12 men had left the night before with the intention of camping at the place where Witte lighted the metables and he is confident they inthe matches, and he is confident they in-tended to assassinate him and his companion. Reaching Chadron they were arrested, and will probably be returned to Wyoming, though an effort is being made to secure their liberty by those interested by a writ of habeas corpus.

NOT THROWN OFF THE SCENT.

Commit Suicide at Niagara,

NIAGARA FALLS, May 10 .- [Special.]with a derby hat trademarked "A. J. Pater Taylor, a Jamestown contractor and builder who had also disappeared the latter part of April, leaving a note to her husband saying her body would be found in Lake Eric.

Accompanying Taylor was the husband of the lady. He refused to give his name, as he wished to protect his daughter from the shame of her mother's elopement, as he considered it. The men came to the con-clusion that Taylor had bought the valise, put his old hat in it, and left it on the island to convey the impression that he had committed suicide. While thus throwing his family off the scent, he would change his name and live with his sweetheart in

BIG CONTRACTS NOT LET.

Colonel Rend Says the Lake Superior Coal Orders Will Be Granted in Three Weeks. Colonel W. P. Rend, the coal operator got back from Chicago yesterday. He says it is too early to figure on the tonnage for the season. The coal handlers' strike at Cleveland delayed the business last week, but the trouble has been settled. The Colonel states that none of the contracts at the head of Lake Superior have been let. They won't be given out for three weeks vet, and until that time nobody can tell how the equalization of rates will affect the different sections. The contracts may go to the Hocking Valley, West Virginia or

South Dakota and Canada bave superior to all others, and the equalization of freight rates to the lakes puts them in a better position to compete with their rivals.

-Argentinia has bought a new cruiser. -The embargo on Canadian cattle in Great Britain has been removed.

-A bill to amend the patent law has been introduced in the Canadian Parliament.

-Canadian Liberals are making a doter mine i fight against the gerrymander bill. -Eighteen thou-and women petitioned the Canadian Parliament for the right to

-Governor Francis, of Missouri, offers \$300 reward for each conviction of the Taney county lynchers. -The tornado which passed over Arkansas

—A race riot is feared in Berkeley country 8. C., at a place remote from the telegraph, where a negro has been lynched. -Bookkeeper Charles McElvain, of the Studebaker's branch at Salt Lake City, has been arrested for embezzling \$7,000. -A dozen persons were poisoned at a festival at Nevada, Mo., Monday night.

-Chinese are still pouring into British Columbia, paying their \$30 head tax, and then disappearing into the wilds of the United States.

—Three colored girls in Memphis are on trial for murder. They had driven a buggy over their viciim, Captain David Hukili, an aged steamboatman.

—Mrs. Mary Carter, a widow of Mountain Home, Ark., is a raying manine. A black bear raided her cabin, killed two of her children and ate one of them before her

Deputy Postmaster Wood, of La Porte, Ind., was arrested yesterday for embezzling \$2,000 of postoffice money. He was soon to be married to the only granddaughter of Buffalo Miller, President of the Whisky Trust and the Treasurer of Cook county, Ill

This is the plan of State Senator Gilder, of Colorado, for settling the silver question: "Let us offer to England to reduce our tariff on some articles which will stand a reduction without hurting our industries, for instance steel rails, woolen fabrics and tin plate, if she in return will guarantee to coin \$25,000,000 a year in silver and put it in circulation."

Best of All

A quarter of a million barrels is the ca-pacity of the Iron City Brewing Company, an undensable tribute to its superiority, purity and refreshing quaities.

Pure Food Products. Fifty-page catalogue and price list of fine groceries malled free on application. MILLER BROS., 182 Federal st., Allegheny,

Special Sale of Dress Goods New plaids, stripes, serges, Bedford cords, chevrons, camelshair suitings, cashmeres, Henriettas and French challies at extraordinarily, low prices for the next 30 days, at H. J. Lynch's, 488 and 440 Market street.

Dr. Dean, who makes the treatment of the nose, throat and lungs a specialty, is now located at 408 Penn avenue.

AN ADVANCE IN OHIO

crease of 2 1-2 Cents a Barrel.

the McCurdy Field.

LIGHT WELLS REPORTED TESTERDAY

The following special telegram was received last evening by THE DISPATCH from Findlay, O .:

this morning by the very unexpected anpany that the price of Ohio crude had been advanced to 3714 cents, a raise of 214 cents. There had been nothing to indicate any such raise. This is the highest point that Ohio oil has reached in two years.

The history of the various fluctuations is quite interesting. Six years ago oil was quoted at 40 cents, and then slumped off to 15 cents. remained at that insignificant figure until March 6, 1890, when it commenced rising and went up by points until May 6 of the same year, when it reached 37½ cents. The price remained at 37½ cents until October 3, 1890, when it gradually dropped back to 30 cents, at which figure it remained for 14 months. On the 2nd of December last the price was advanced to 32½ cents, and the next day to 25 cents, where it has since remained. Operators confidently look for a 40 cent rate in a few days. The Manhattan Company is now paying the latter price.

Watching for a New Pool, body of the pool has seen its day, but there are still a few spots where spurs are found and which will probably all be developed within the next three or four months.

The Speer farm well of Aiken, Rider & Stalry, northeast of McCurdy, made 40 barrels yesterday. If it keeps up this pace there will be much more drilling done in this end of the field. There are many operators who now believe that a little pool will yet be opened up between this well and the Ohio river.

Should such prove to be the case it will make the McDonald field prover about 15 miles in length. This includes the McCurdy pool, which was opened up by John M. Patterson about 18 months ago. It was through this that the McDonald field was discovered, although no until nearly a year later, when

although not until nearly a year later, when

golden pocket.

Thousands of dollars have been spent in trying to extend the pool beyond McDonald on a 45-degree line, but without success. It stopped short at McDonald and has never gone beyond, except in the case of a lew small wells.

Its Production Has Increased.

have about a dozen wells now drilling around Noblestown, and one near the Merse

around Noblestown, and one near the Merse farm well.

The Forest Oil Company's No. 1 on the Gregg farm, south of the miliread near Gregg, has been drilled through the fifth sand and was not improved. It is a very light well and may not pay for the pumpling.

The Bear Creek Refining Company's test well, on the Lorain farm, located west of the old McCurdy wells, is through the fifth sand and very small.

Through the Fourth Sand, The Devonian Oil Company's No. 1, on the Cubbage farm, located about three miles south and west of McDonald, was drilled through the fourth sand yesterday. It will not make more than a 10 or 12-barrel well

from that sand. They are drilling it to the fith, fith.

Brown, Robison & Co.'s No. 3, on the McMurray farm, is down 1,700 feet.

Guffey, Galley & Co.'s No. 7, on the Connell farm, was reported last night to be
rather light in the fifth sand, but it has been
making over 160 barrels a day from the Gordou.

Big West Virginia Company. headquarters of the company will be at Morgantown. To show that they mean business they have placed the capital stock at \$500,000. With the privilege of increasing it to \$5,000,000. The incorporators are all well-known gentlemen. They are Clarence B. Dill, I. C. White, State Geologist; James H. McDermott, D. H. Courtney, all of Morgantown, W. Va., and A. L. Lowrie, of Pittsburg. The rig of the Carnegie Gas Company's well on the Timothy Ross farm at Dunn Station, Washington county was burned Sunday. John W. Leonard, the contractor, will have to stand the loss, which will amount to almost \$1,000.

Fergus & Co.'s wildcat well on the Snyder farm, in Washington county, is down 1,000 feet. It is south of C. D. Robbeas' well on the Shields farm and it good will open up a big lot of territory.

Personul, Henry Cooper, of the Raccoon Oil Company, left last evening for Buffalo to attend the tuneral of an 8-year-old son of W. C Kelly, also of the Raccoon. The boy died of pueumonia, at 1336 Main street, Buffalo. Captain Peter Grave, of the Kanawha Oil

The McDonald Gauges. The following estimates were submitted by the gaugers of the Southwestern Pennsylania Pipe Line Company :

The production of the field was 21,500, or 500 The production of the field was 21,500, or 500 less than the day before. The hourly gauges were as follows: Matthews' No. 3, 20; Oakdale Oil Company's Nos. 2 and 3 Baidwin, 20; Forest Oil Company's No. 1 Jane Stewart, 30; J. M. Guffey & Co.'s No. 1 Meise, 45; Greenlee & Forst's No. 1 National Coal Company, 45. Production, 21,500. Stock in field, 55,000.

The runs of the Southwest Pennsylvania Pipe Line Company from McDonald Monday were 28,83; outside of McDonald II, 110. The National Transit runs were 46,507; shipments, 29,499. New York Transit snipments, were 32,291. Macksburg division of the Buckeye Pipe Line Company, 2,247. Backeye runs, 34,985; shipments, 57,581. Southern Pipe Line shipments, 40,638. Eureka shipments, 70,06.

Yesterday's Market Features. The general tenor of the pipe line report was bearish. There was an increase for the month of \$69,000 in stocks, which is 150,000 more than expected. There was a decrease more than expected. There was a decrease in certificates, while in credit balances there was a large increase. The field price of Lima oil was advanced from 35 to 37%. The opening and lowest was 57. highest 57%, close 57%. Refined at New York, 6.05; London, 3%; Antworp, 13%. Daily average runs, 69,003; daily average suipments, 63,138.

Oil City, May 10.—National Transit certificates opened at 56%; highest, 57%; lowest, 58%; closed, 57%;; sales, 35,000 barrels; clearances, 38,000 barrels; shipments, 97,200 barrels; runs, 97,441 barrels.

Naw York, May 10.—Petroleum opened steady, advanced %c, then became duil and

remained so until the close. Pennsylvant oil—Spot sales, none: June option opened at 57c; bighest, 57%c; lowest, 57c; closing, 57%c. Lima oil—No sales. Total sales, 7,00 barreis. GLEVELAND, May 10—Petroleum easy; a. w., 110°, 5%c; 74° grasoline, 6%c; 86° gasoline, 10c; 63° naphtha, 6%c.

Quebec to Change Premiers. MONTREAL, May 10.—It is authori-tatively announced that Hon. Mr. de Boucherville will retire from the Premier-ship of the Province of Quebec soon after the end of the present session of Parlia-

The Gas Rons Short, The Carnegie plate, bar and sheet mills on Thirty-third street were closed down yesterday owing to the insufficient supply The mill may return to the use of

Hungarians to Canton. Twenty-five Hungarians were taken to Canton, O., yesterday morning. They will work on a street railroad building there.

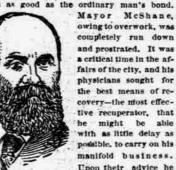
TWO MAYORS AGREED.

Sturdy Men of Montreal and Northampton.

How Hon. James McShane Recovered Health and Strength.

Mr. Couch's Recovery From as Serious a Trouble as One Can Have.

Hon. James McShane, M. P. P., Montreal' nayor, is one of the most public spirited men in th country. He is a man of strong character, and his word is as good as the ordinary man's bond Mayor McShane



Upon their advice he MAYOR OF MONTHEAL, acted as many other men have done; he decided without hesitation to try the efficacy of Paine's celery compound, having heard much of

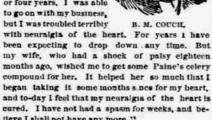
its wonderful results. He was not disappointed. His experience with this great remedy was so satisfactory and so gratifying to his family and friends, that a short time ago he sent the proprietors a strong testimonial, which adds another proof to the statements of the physicians that Paine's celery compound stands far above all other remedies in honest and great results. His letter is as follows:

Gentlemen:-It is with extreme pleasure that I give you a testimonial in favor of your great remedy, popularly known as Paine's celery com-I used it at a time when I was overworked and

run down! The use of the compound has given me good appetite and made me much stronger than I was before I used it. I cheerfully recommend it to all in need of a tonic and strengthener. Yours very truly, I. McSHANE,

Mayor of Montreal. B. M. Couch, Esq., of Northampton, Mass., is well-known manufacturer, whose remarkable cure by the use of this same excellent remedy has caused an extraordinary sale of Paine's celery compoun in his city.

Writing to the Wells & says: "About 20 years ago, while I was building on which I was, fell to the ground. I was taken up for dead, but finally after eight days railled so as to have my reason come back to me. After three or four years, I was able to go on with my business,



leve I shall not have any more." Mr. Couch's condition and his remarkable recovery has made a great stir in that section of New ingiand. Hon, J. E. Lambie, mayor of Northampton, Lewis Warner, Esq., president Hampshire county National Bank, and other prominent citiens of Northampton are well acquainted with the

Paine's celery compound cures. It makes people



DIAMONDS ARE TRUMP. The above cards, six and five, represent our number, 65 Fifth ave., so if you cannot call in person send for our Illustrated Cata-logue, and we can prove to you that, al-though diamonds are trump,

Voltaic Diamonds Take every trick. They are a pure mineral. Cannot be detected. Faceted and polished like the genuine. Not in the hands of other

Installment House We occupy the entire building 7 Sixth Street,

MENS' AND BOY'S Clothing on Credit (Ready-Made & to Order.) LADIES' CLOAKS & JACKETS,

Watches & Jewelry, NSTALLMENTS. Cash Prices -- Without Security. FERMS: 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. to 9 P. M. Saturdays until 11 P. M.

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 Care daily at 7:15 a. m., arriving at Harcistoning at 1:55 p. m., Philadelphia at 4:55 p. m., New York 7:00 p. m., Baltimore 4:40 p. m., Washington, 5:55 p. m. p. m.
Reystone 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.
tilantic Express daily at 3:20 a. m., arriving at
Harrisburg 10:30 a. m., Philadelphia 1:25 p. m.,
New York 3:50 p. m., Baltimore 1:15 p.m., Washington 2:30 p. m. New York 530 p. m., Dathinote 1.55 p.m., visington 2:20 p. m. Harrisburg Accommodation daily, except Sunday, 5:25 a. m., arriving at Harrisburg 2:56 p. m. Day Express daily at 8:00 a. m., arriving at Harrisburg 3:20 p. m., Philadelphia 6:56 p. m., New York 9:25 p. m., Baltimore 8:45 p. m., Washington 8:15 p. m. risburg 3:20 p. m., Philadelphia 6:50 p. m., New York 3:25 p. m., Baltimore 8:45 p. m., Washington 8:15 p. m.

Mail train Sunday o.oly, 8:40 a. m., arrives Harrisburg 7:00 p. m., Ph. ladelphia 10:55 p. m.

Mail Express daily at 15:00 p. m., arriving at Harrisburg 10:20 p. m., connecting at Harrisburg with Philadelphia Express.

Philadelphia Express daily at 6:20 p. m., arriving at Harrisburg 10:20 a. m., Philadelphia 6:25 a. m., and New York 7:10 a. m.

Eastern Express at 7:15 p. m. daily, arriving Harrisburg 12:25 a. m., Haltimore 6:20 a. m., Washington 7:20 a. m., Philadelphia 5:25 a. m. and New York 8:00 a. m., Philadelphia 5:25 a. m. and New York 8:00 a. m., Philadelphia 6:50 a. m., New York 8:00 a. m., Philadelphia 6:50 a. m., New York 8:30 a. m., Philadelphia 6:50 a. m., New York 8:30 a. m., Philadelphia 6:50 a. m., New York 8:30 a. m., Philadelphia 6:50 a. m., New York 8:30 a. m., Philadelphia 6:50 a. m., New York 8:30 a. m., Philadelphia 6:50 a. m., New York 8:50 a. m., Philadelphia 6:50 a. m., New York 8:50 a. m., Philadelphia 6:50 a. m., New York 8:50 a. m., Philadelphia 6:50 a. m., New York 8:50 a. m., Philadelphia 6:50 a. m., New York 8:50 a. m., Philadelphia 6:50 a. m., New York 8:50 a. m., Philadelphia 6:50 a. m., New York 8:50 a. m., Philadelphia 6:50 a. m., New York 8:50 a. m., Philadelphia 6:50 a. m., New York 8:50 a. m., Philadelphia 6:50 a. m., New York 8:50 a. m., Philadelphia 6:50 a. m., New York 8:50 a. m., Philadelphia 6:50 a. m., New York 8:50 a. m., Philadelphia 6:50 a. m., New York 8:50 a. m., September 8:50 a. m. m., 12:25, 1:00, 2:31, 4:30, 5:20, 7:20, 9:30, 10:30 p. 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, 11:30, 11:30 a. m., 12:01, 12:15, 12:30, 1:00, 1:30, 1:30, 2:00, 2:30, 8:15, 6:30, 6:05, 6:15, 8:20, 8:15, 6:30, 6:05, 6:15, 8:20, 8:15, 6:30, 6:05, 6:15, 8:20, 8:25, 8:10, 11:30, 11:30 and 11:10 night, except Monday. Sunday, 5:30, 8:40, 10:30, 13. 12:30, 12:30, 12:30, 2:30, 8:30, 8:30, 8:30, 8:20, 9:40, 10:30, 11:30, 2:30, 7:40, 8:30, 8:10, 8:23, 8:30, 9:40, 10:30, 11:30, 11:30, 2:30, 3:15, 3:40, 4:30, 4:10, 4:25, 4:20, 4:25, 4:30, 5:30, 5:35, 5:30, 5:45, 6:30, 6:20, 6:3, 6:45, 7:30, 9:45, 6:30, 6:20, 6:35, 6:45, 7:30, 9:51, 6:20, 9:30, 9:40, 10:30, 11:30, 8:30, 8:40, 10:30, 8:40,

Black or Tan Blazer Suits, \$10. Misses' Plain Navy, Black or Tan fancy braided Blazer Suits, SOUTH-WEST PENN RAILWAY. For Uniontown, 5:25 and 5:25 A. M., 1:20 and 4:25 week days.

MONONGAHELA DIVISION. \$12.50, \$13.50, \$15.00, \$16.50.

MONONGAHELA DIVINION,
12:55, 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
Unioniown, 10:49 a. m. For Monongahela City
and West Brownsville, 7:25 and 10:40 s. m. and
4:50 p. m. On Sunday, 8:25 a. m. and 1:01 p. m.
For Monongahela City only, 1:01 and 5:50 p. m.
week days. Dravosburg accom., 6:30 s. m. and
3:30 p. m. week days. West Elizabeth accom.,
8:35 a. m., 4:15, 6:30 and 11:35 p. m. Sunday, 9:40
p. m. WEST PENNSTLVANIA DIVISION.

ON AND AFTER NOVEMBER 16, 1891. From FEDERAL STREET STATION, Allegheny City— For Springdale, week days, 8:20, 8:25, 8:50, 10:40, 11:50 a. m., 2:25, 4:19, 5:00, 5:40, 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. ...

Por Butler, week days, 6:55, 8:30, 10:40 a. m., 3:15 and 6:10 p. m.

For Freeport, week days, 6:55, 8:50, 10:40 a. m., 2:15, 4:18, 5:40, 5:10, 10:30 and 11:40 p. m. Sandays, 12:35 and 9:30 p. m.

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

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

For Paulton and Blairsville, weekdays, 6:55 a. m., 4:15 and 10:20 p. m. For Paulton and Rialravule, weekdays, 5:35 a.m.,
5:15 and 01:29 p. m.

**Ea The Excelsion Baggage Express Company
will call for and check baggage from hotels and
residences. Time cards and full information can
be obtained at the ticket offices—No. 119 Fifth avenue, corner Fourth avenue and Try street, and
Union station.
CHAS K. PUGH,
General Manager,
Gen'l Pass'r Agent.

with jabot front, \$4.50. Plain From Pittspurgh Union Station. Surah Silk Waists, black or Pennsylvania Lines. colors, \$5. Plain Surah Silk Waists, black, navy or garnet, 1 rains Bun by Central Time.

Southwest System-Pan Handle Route

Bouthwest 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 s.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., †3.05 p.m.

DEPART for Washington, †6.15 a.m., †8.35 a.m.,
†1.55 p. m., †8.30 p.m., †4.45 p.m., †4.50 p.m. ARRIVE
from Washington, †6.55 a.m., †7.50 a.m., †6.06 a.m.,
†10.25 a.m., †2.35 p.m., †6.25 p.m.

DEPART for Wheeling, *7.00 a.m., †12.05 n.m.,
†2.45 p. m., †6.10 p. m. ARRIVE from Wheeling,
†8.45 a.m., †8.05 p. m. *5.55 p. m. Ladies' Tan, Gray, Navy or Ladies' Blazers, with embroi-Northwest System-Fort Wayne Route DEPART for Chicago, points intermediate and beyond: *1.30 a.m., *7.10 a.m., *1.2.20 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: *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.,

**Solution of Cleveland, points intermediate and beyond: †6.10 a.m., *7.10 a.m., †12.45 p.m., *11.05 p.m., *Arriva from same points: *5.50 a.m., †2.15 p.m., *6.00 p.m., †7.00 p.m.

**Depart for Martins Ferry, Bridgeport and Bellaires †6.10 a.m., †12.45 p.m., †4.10 p.m. Arriva from same points: †9.00 a.m., †2.15 p.m., †7.00 p.m.

**Depart for New Castle, Erie, Youngstown, Ashtabula, points intermediate and beyond: †7.20 a.m., †12.20 p.m. Arriva from same points: †1.25 p.m., †7.90 p.m. 19.00 p.m.
DEPART for New Castle, Jamestown, Youngstowned Niles, †3.45 p.m. ARRIVE from same points and Nies, 73.45 p.m. Arrive from same points: 19.10 a.m.
DEPART for Youngstown, *12.20 p.m. Arrive from Youngstown, *6.50 p.m.
PULLMAN SLEEPING CARS AND PULLMAN DINING CARS run through, East and West, on principal trains of both Systems.

of both Systems.

Local Slapping Cars running to Columbus, Cincinnati, Indianapolis, Cleveland, Toledo and Chicago are ready for occupancy at Pittsburgh Union Station at 8 of clock p. m.

THES TABLES of Through and Local Accommedation Trains of either system, not mentioned above, can be obtained at 110 Fifth Avenue and Union Smiton, Pittsburgh, and at principal ticket offices of the Pennsylvania Lines West of Pittsburgh.

*Daily. †Ex. Sunday, ‡Ex. Saturday. ¶Ex. Monday. JOSEPH WOOD, E. A. FORD, JOSEPH WOOD,

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



For Washington, D.
C. Baitimore, t'hila-delphia and New York, '\$200 a.m., and '\$200 p.m.
For Cumberland, '\$200 p.m.
For Cumberland, '\$200 p.m.
For Connellarille, '\$200 p.m. "5:50, "8:00, 58:30 a. m., \$1:19, \$4:15, \$5:00 "9:30 p. m. For Uniontown, \$5:50, \$5:00, \$5:30 a. m., \$1:10, \$4:15 and \$5:00 p.

m. For Mt. Pleasant, 19:50 and 19:00 a. m., 11:15, 24:15 and 19:00 p. m. 14:45, 7:30 and 11:35 p. m. For Wheeling, 7:20, 19:20 a. m., 4:00, 7:30 and 11:35 p. m. For Cincinnati and St. Louis, 7:22 a. m., 7:30 p. m. For Cincinnati and St. Louis, 7:22 a. m., 7:39 p. m.

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

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

For Newark, 7:20 a. m. and 7:30 p. m.

For Chicago, 7:20 a. m. and 7:30 p. m.

Trains arrive from New York, Philadeiphia, Baltimore and Washington, 250 a. m., 250 p. m.

From Columbus, Cincinnati and Chicago, 2:30 a. m., 25:30 p. m. From Wheeling, 2:30, 20:45 a. m., 24:15, 25:0 p. m.

Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 2:30 p. m.

Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 2:30 p. m.

Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 2:30 p. m.

Parlor and sleeping ransfer Company will call for and check baggage from hotels and residences upon orders left at B. & O. ticket office, corner Fifth avenue and Wood street, 637 and 639 Smithfield street, field street,
J. T. ODELL,
General Manager. CHAS. O. SCULL,
General Manager. Gen. Pass. Agent.

DITTSBURG AND LAKE FRIE RAILROAD

Company: schedule in effect November 15, 1891, Central time. P. & L. & R. R.—Depart—
For Cleveland, *5:00 a. m., *1:50, 4:20, *9:45 p. m.
For Clincinnati, Chicago and St. Louis, *1:50, *9:45 p. m.
For Saiamanca, *8:00 a. m., *1:50, *9:45 p. m. For Youngslown and New Castle, 6:00, *8:00, 9:55 a. m., *1:50, *9:45 p. m. For Youngslown and New Castle, 6:00, *8:00, 9:55 a. m., *1:50, *3:0, *4:20, *7:50 p. m.
For Chartlers, *5:50, 5:23, 6:50, *6:55, 7:50, 5:33, *7:50, 8:55, *9:10, 9:55, \$1:34 p. m. 12:10, 1:30, 1:55, 3:30, 3:45, \$4:20, \$1:35, 5:20, *5:30, 5:30, \$1:45 p. m. 1:50, 3:30, 3:50, 14:30, 4:30, 3:10, 3:20, 5:20, 19:30, 10:30) p.m. ARRIVE—From Cleveland, %:30 a.m., *12:30, 5:15, 7:30 p.m. From Cincinnati, Chicago and St. Louis, %:30 a.m., 12:30, 7:30 p.m. From Buffalo, %:30 a.m., 12:30, 3:30 b.m. From Salamanca, %:30, *10:00 a.m., *7:30 p.m. From Youngstown and New Castle, %:30, *10:00 a.m., *12:30, 5:30, *10:00 a.m., \$12:30, 5:15, 7:30, 9:30 p.m. From Heaver Fall, 5:20, *5:15, 7:20, *10:00 a.m., *12:30, 1:20, 5:15, 7:30, *10:00 a.m., *12:30, 5:15, 7:30, *10:00 a.m., *10:00 a.m. 6:20, *6:15, 7:20, *10:00 a. m., *12:20, 1:20, 5:15, 7:30, 8:20 p. m.
P. C. & Y. trains for Mansfield, 7:25 a. m., 12:10, 3:45 p. m.
For Explen and Beechmont, 1:25 a. m., 2:45 p. m.
P. C. & Y. trains from Mansfield, 7:05, 11:29 a. m., 3:35 p. m.
From Beechmont, 7:05, 11:29 a. m.
P. McK. & Y. R. R. — DEFART—FOR New Haven, *8:20, 2:40 p. m.
For West Newton, *3:20, *2:00, * m., 2:35 p. m.
F., McK. & Y. R. R. — DEFAN.
S.20, 2.00 p. m. For West Newton, Stan, S:25 p. m.
ARRIVE—From New Haven, 7:00 a. m., 4:05 p.
m. From West Newton, 6:15, 7:00 a. m., 4:05 p.
m. From West Newton, 6:15, 7:00 p. m. m. Prvin p. m.
For McKeesport, Elizabeth, Monongahela City
and Relle Vernon, %:43, 11:05 a. m., 4:00 p. m.
From Belle Vernon, Monongahela City, Elizabeth and McKeesport, 7:40 a. m., 1:20, 5:06 p. m.
The monogahela City, Elizabeth and McKeesport, 7:40 a. m., 1:20, 5:06 p. m.
City ticket office, 62 Smithdeld at,

PITTSBURG AND WESTERN RAILWAY-Mail, Butler, Clarion, Kane... 6:40 am 11:30 am Akron and Erie... 7:30 am 7:05 pm Butler Accommodation... 3:16 pm 5:03 am 6:55 pm New Castle Accommodatice... 3:16 pm 5:00 am Chicago Express (daily)... 2:00 pm 12:05 pm Evillenge and Faxburg... 4:25 pm 5:20 am Butler Accommodatics... 4:25 pm 5:20 am First-class fare to Chicago, 8:0 50. Second-class... 5:60. Pullman Buff: telesping cars to Chicago daily. A LLEGHENY VALLEY RAILWAY CO.—ON A and after Sunday, March 30, 1892, trains will leave and arrives at Union station, Pittsburg, eastern standard times Buffalo express leaves at 8:20 a. m., 8:30 p. m. (sarrives at 8:10 a. m., 6:35 p. m. Oil City and DuBois express—Leaves 8:20 a. m., 1:30 p. m.; arrives 1:00, 8:25, 10:00 p. m. Emilenton—Leaves 4:00 p. m.; arrives 1:00 a. m. East Brady—Leaves 4:00 p. m.; arrives 8:50 a. m., 1:30 p. m., 5:30 p. m. (sarrives 8:50 a. m., 5:50 p. m. Bradeburn—Leaves 5:00, 6:15 p. m.; arrives 8:50 a. m., 7:160 p. m. valley (amp—Leaves 10:15 a. m., 11:00, 2:30, 11:30 p. m.; arrives 6:40 a. m., 12:20, 2:15, 4:40 p. m., 14:10 p. m. smoday trains—Buffalo express—Leaves 8:20 a. m., 8:50 p. m.; arrives 7:35, 11:20 p. m. Smoday trains—Buffalo express—Leaves 8:20 a. m., 8:50 p. m.; arrives 7:15 p. m. Emilenton—Leaves 9:00 p. m.; arrives 9:15 p. m. Emilenton—Leaves 9:00 p. m.; arrives 9:15 p. m. Emilenton—Leaves 9:00 p. m.; arrives 7:10 p. m. Braceburn—Leaves 9:00 p. m.; arrives 9:10:13 p. m. Emilenton—Leaves 9:00

RE YOU GOING ABROAD? A SERIES OF A RE YOU GOING ABROAU? A SERVEN Personally conducted parties will leave New York April 20, May 18, July 6 and 22, all traveling expenses included, first-class. Norway, Sweden and Russia tour leaves June 9, on Augusta Victoria, Send for programmes, E. M. JENKINS, 207 Broadway, N. Y. CUNARD LINE-NEW YORK AND LIVER-POOL, VIA QUEENSTOWN-From Pier 40, North river. Fast express mall service. Servia, May 14, 7 a. m. Servia, June 11, 6 a. m., Etruria, May 21, 1 p. m. Etruria, June 11, 6 a. m., Aurania, May 23, 7 a. m. Aurania, June 25, 6 a. m., Umbria, June 4, 1 p. m. Umbria, July 2, 11 a. m., Extra Steamers.

STEAMERS AND EXCURSIONS

Umbria, June 4, 1 p. m., Umbria, July 2, 11 a. m.
Extra Steamers.
Gallia, May 18, 10 a. m., Bothuia, June 1, 10 a. m.,
Cablu passage, 80 and upward, according to location; second cablin, \$5.
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.

WHITE STAR LINE—

The Open with the Control of the

ALLAN LINE ROYAL MAIL STEAMSHIPS.

GLASGOW TO PHILADELPHIA,

GLASGOW TO PHILADELPHIA,

Via Darry and Galway. The most direct
route from Scotland and North and Middle
of Ireland. Accommodations unsurpassed.
Intermediate, \$30. Steerage, \$19.

STATE LINE,
Service of Allan Line Steamships.

NEW YORK AND GLASGOW,

Via Londonderry, Every Fortnight.

May 5, State of California, 10 a. m.; May 19.
State of Nevada, 3 r. m.; June 2, State of
Nebraska, 3 r. m. Cabin, \$40 and upward;
second cabin, \$30; steerage, \$19. Apply to J.

J. McCORMICK, 639 Smithfield street, Pirtsburg.

ANCHOR LINE

Steamers Leave New York Every Saturday For Glasgow via Londonderry.

Rates for Saloon Passage By S. S. CITY OF ROME, \$60 and upwards, secording to a commodation and location of Room. Second Cabin, \$35.

Other Steamers, Cabin, \$50 and unwards. Second Cabin \$35. Steerage \$19.

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

Drafts on London Sold at Lowest Rates,

Book of information, tours and sailing lists fur-uished on application to Agents, HENDERSON BRYTHERS, 7 Bowling Green, N. Y., or J. J. McCOEMICK, 630 Smithfield st., Pitts-burg: F. M. SEMPLE, 110 Federal st., Allegheny, apil-Mwy RED STAR LINE.

Weekly between New York and Antwerp.
The splendid, first-class, full-powered steamers,
Westernland, Wednesday, May 14, 5 F. M.
Beigenland, Saturday, May 14, 7 A. M.
Noorritand, Wednesday, May 18, 10 A. M.
Friesland, Wednesday, May 25, 4:20 F. M.
Saloons, staterooms, smoking and bathrooms
midships; second cabin accommodations unexelled. celled.
Staterooms all on main deck.
First cabin, 365 and upward; excursion tickets, 599 and upward; second cabin, 345; round trip, 10 per cent reduction; steerage at very low rates. Send for "Facts for Travelers,"

International Navigation Company, GENERAL AGENTS, No. 6 Howling Green. New York, AGENTS: J. J. McCormick, 608 Smithfield street, Louis Moser, 608 Smithfield street, J. F. Erny, German Savings Bank, ap27-MwF

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

FROM NEW YORK: City of Berlin, Wednesday, May 11, 5:00 p. w. City of New York, Wed'day, May 18, 9:00 a. w City of Chicago, Wednesday, May 25, 4:30 p. x. City of Paris, Wednesday, June 1, 9:30 a. x. For rates of passage and other informa-

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

Norddeutscher Lloyd Steamship Company Fast Line of Express Steamers, New York to Southampton (London), Bremen, SPRING SAILINGS, 1892.

New York to Southampton (London), Bremen.
SPRING SALLINGS, 1882.

Lahn, Thes. May 19 Spree, Tues. June 14
Saale, Sat., May 14 Elbe. Wed., June 18
Spree, Tues., May 14 Elbe. Wed., June 18
Spree, Tues., May 18 Trave, Tues., June 18
Elbe. Wed., May 18 Trave, Tues., June 28
Elbe. Sat., May 11 Elbe., Sat., June 28
Trave, Tues., May 21 Havel, Tues., June 28
Elder. Sat., May 31 Lahn, Tues., July 2
Havel, Tues., May 31 Lahn, Tues., July 2
Havel, Tues., June 18 Elbe. Sat., July 2
Saale, Sat., June 19
Lain, Tues., June 17 Spree, Tues., July 12
Saale, Sat., June 11
Time from New York to Southampton 75 days.
From Southampton to Bemen. 3 or 30 hours.
From Southampton to Hondon, by Southwestern
Rallway to., 2% 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 custine.

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Cashier German Savings and Dep. Bank, Agents
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FAMILY SAFEGUARD OIL, eded to be the Best and Safe t Off Knewn.

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 parafilne, 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.

Having 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. From 1873 to 1893, Elaine cannot be improved upon.

WARDEN & OXNARD. MANUFACTURERS.

BR. F. B. CLARKE, Post Hadd

CHADRON, NEB., May 10.-Jones and Walker, the kidnaped witnesses in the case against the Wyoming cattlemen for the killing of Champion and Ray, have told the story of their escape. They say that 12 cattlemen at Douglass, at the point of revolvers, compelled them to mount horses in the middle of the night, and in company with Witte, an agent of the cattlemen, rode to Grand Island, Neb., where they were each promised a good horse and \$200 in cash, From there they were to be taken into New

Mexico or Arizona.

After going 30 miles they dismounted and cut the telegraph wires in two places.

After going 20 miles farther Witte declared

was trying to see his compass.

Jones thinking the lights were signals to

A Jamestown Man Elopes and Pretends

Last week a large, old-fashioned satchel, son, Jamestown, N. Y., in it, was found near the bank of the third Sister Island. The usual theory was suicide. To-day W. A. identified the hat as that of his brother. R. B. Taylor. The satchel could not at first be accounted for. Taylor said his brother left his home and wife mysteriously recently, taking only \$800 with him. It was known that he had been paying considerable attention to a married lady in Jamestown,

Pittsburg.
The milroads in Minnesota, North and ing for some reason, and they have not ordered their yearly supplies of coal.
Some of them have been placing small
orders to be used at once, but the big contracts have not been let. There is no reason why the Pittsburg operators should not gobble these large orders. Their coal is

LATE NEWS IN BRIEF.

-United States troops in Arizona are after Kid, a notorious Apache renegade. -The situation between the cattlemen and the rustlers in Wyoming is again critical.

—Nearly an acre of ground dropped into an underground lake in West Dubuque, la., Monday night.

Monday night did damage, in the neighbor hood of Little Rock. -Chicago Anarchists will sue for the recovery of the red banners taken from them by the police on May Day.

force of physicians saved their lives

—Mr. Saule, who is badly wanted as a witness in the Chicago boodle cases, and who is now in Council Bluffs. Ia., declares he will not go to Chicago to testify.

To cleanse the system in a gentle and truly beneficial manner, when the springtime comes, use the true and perfect remedy, 8 yrup of Figs. One bottle will answer for all the family and costs only 30 cents; the large size \$1. Try it and be pleased. Manufactured by the California Fig Syrup Co.

Buckeye Operators Receive an In-

WAS A SURPRISE TO THE TRADE

Findlay oil operators were made happy nouncement from the Standard Oil Com-

The developments in the McDonald field esterday were not of such a character as to cause a boom in that direction. The main body of the pool has seen its day, but there

some venturesome operators, going on the theory of a 45-degree line to the southwest, drilled around McDonald and struck the

J. M. Guffey, Russell, McMullen & Co.'s No. 3 on the Wettengel lease, south of the railroad and west of Oakdale, was making from 30 to 35 barrels an hour yesterday after noon. It appears to have plenty of gas and or almost as good a well as any

is showing for almost as good a well as any in the Noblestown pool.

The next well due near it is Brown, Davis Bros. & Co.'s on the Wilkinson lease. It is about 400 teet east of the Wettengel No. 3.

No. 4, on the Wettengel lease, belonging to J. M. Guffey. Russell, McMullen & Co. is down 220 eet.

Greenice & Forst expect to be in the fifth sand the last of this week at their No. 3, on the McMurray lease, near the Wettengel. They also have two wells due this week on the Wade farm, southwest of McDonaid. They are their Nos. 5 and 6 on this farm. They have about a dozen wells now drilling

and very small.

R. G. Gillespie & Co.'s No. 9, on the Jane
Ruddle farm, is through the fifth sand and
dry. It is in the McCurdy field.

making over 180 barrels a day from the Gordon.

Mercer & McClurg have commenced to spud on the Guy lot, located just west of Oakdale.

Gardiner & Co.'s No. 2, on the Kennedy farm, east and north of Oakdale, is down 1,400 feet.

The Forest Oil Company's No. 2, on the Sath Sturgeon farm, near the Kennedy, is about 1,700 feet deep.

Bailey & Roland's well, on the school-house lot at Willow Grove, is not as large as first expected. It will probably make 160 barrels a day from the Gordon.

The quickest record yet made in drilling a well to the fifth sand in the McDonald field, was made at J. M. Guffey, Russell, McMullen & Co.'s No. 3, on the Wettengel farm. It was put vlown in exactly 25 days by E. D. McCandless and Harvey Aliey, who now claim the championship for fast drilling. They went about 2,200 feet. This is about three days faster than has been made in the field heretofore.

Big West Virginia Company.

A charter has been granted at Wheeling for the Battle Oil Company of W. Va. The headquarters of the company will be at

lot of territory.

Company, left last evening for his home at Jamestown, N. Y. He is operating the Sis-

dered collar, \$3.50, \$4, \$6.50. Misses' Tan or Navy Blazers, \$2.50, \$4, \$5.

facts as given above.

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