THE B. & O. ON TOP.

A Supreme Court Decision of Great Importance to Travelers.

RAILROAD TICKETS BY WHOLESALE

May Be Legally Sold at Lower Bates Than

When They Are Retailed. SOME OTHER IMPORTANT FINDINGS

WASHINGTON, May 16 .- A judgment of great interest in its construction of what, under the inter-State commerce act, constitutes an unlawful discrimination, was rendered by the United States Supreme Court o-day in the case commonly known as the Baltimore and Ohio Railrond theatrical rate case," involving the rights of the ratload company to sell at a reduced rate ickets to parties of ten or more persons. The court, in an opinion by Justice Brown, sustained the decision of Judge Jackson. refusing to issue an injunction to restrain he railroad company from continuing the ale of party-rate tickets.

The general ground of the opinion is that it is not an unjust discrimination for a raiload company to sell tickets at wholesale cheaper than at retail. The case originated in a complaint made by the Pittsburg, Cineinnati and St. Louis Railroad Company against the Baltimore and Ohio, to the Inter-State Commerce Commission. The charge against the Baltimore and Ohio was that it had violated the inter-State commerce act, first, by failure to post in its offices excursion rates, the Baltimore and Ohio Railroad Company insisting that the advertisement in the newspapers was all that was required, and record, by the sale of party rate tickets, whereby parties of 10 or more persons, traveling together on one ticket, were transported over its lines at two cents per mile per capita, the rate for a single passenger being about three cents per

Not Considered Discrimination.

The second allegation, which is the one of substantial importance, the commission decided against the Baltimore and Ohio Railroad Company, and when it continued, in disregard of the commission's order, to sell party rate tickets, applied to the United States Court for the Southern district of Ohio for the issuance of a writ of injunction or other process to restrain the Baltimore and Ohio from further continuing to sell When Judge Jackson these tickets. cided against the commission it brought the case to the United States Supreme Court, as the matter was regarded as one of great importance. The Court in its opinion says:

It is not all discrimination or preferences that fall within the inhibition of the statute—such only as are unjust or unreasonable. For instance, it would be obviously unjust to charge A a greater sum than B for a single trip from Washington to Pittsburg; but if A arrees not only to go but to return by the same route, it is no injustice to B to permit him to do so for a reduced fare, since the services are not alike, nor the direumstances services are not alike, nor the circumstances and conditions substantially similar, as re quired by section 2 to make an unjust dis-crimination. Indeed, the possibility of just discrimination and reasonable preferences discrimination and reasonable preferences is recognized by these sections in declaring what shall be deemed unjust. We agree, however, with the plaintiff, in its contention that a clarge may be perfectly reasonable under section I, and yet may create unjust discrimination or an unreasonable preference under sections 2 and 3. The railroad companies are bound only to give the same terms to all persons alike, under the same terms to all persons alike, under the same conditions and circumstances, and any fact which produces an inequality of conditions justifies an inequality of charges.

The Court therefore holds that party rate

The Court therefore holds that party rate tickets, as sold by the Baltimore and Ohio, being sold to all persons in parties of ten or more, whether theatrical parties or not, do not constitute a violation of the inter-State commerce act.

Title to Valuable Lands Settled. ern Pacific Railroad Company, to determine title to lands in Wisconsin. The suit is

one of importance, and involved property of great value. Mrs. Bardon held the lands under a pre-emption claim, and the railroad maintained that she held them merely as trustee of the company. By the admission of counsel it was conceded that the lands lav within the place limits of the Northern Pacific Railroad, and that title would pass to it unless excepted from the grant by facts admitted by counsel on both sides. These facts were prior to the grant; one James Robinson settled upon the land as a qualified pre-emptor. This pre-emption entry was in course of compleon when the grant to the Northern Pac was made, and this took the lands out of the public domain and prevented interest in them passing to the company under the granting act. The pre-emption entry of Robinson was subsequently canceled, and as the cancelation took place subsequent to the location of the road by the Northern Pacific, the question arose, did that cancel-ation make the lands a part of the public domain, subject to the grant to the Northern Pacific? The Court answers this question in the negative. Mrs. Bardon's title ac quired after cancelation, is therefore formed, and the case reversed, with directions to dismiss the bill.

A City Ordinance Found Valid.

Ernest Ammon is a liquor dealer in Chi-cago who sold wine valued at \$5,287 to Aut Miller. The city of Chicago had a whole-sale liquor dealers' license law, and when Miller did not pay the money and Ammon sued him the latter had to meet a contention on the part of Miller that the same was in violation of the city ordinance, and that the contract was therefore void. Ammon on his part maintained that the ordinance was unconstitutional, and also that Miller was liable, even if the sale did violate a valid ordinance. He won his suit in the lower court, but the United States Supreme Court to-day reversed that judgment, and decided against Ammon. It holds that the ordinance is valid, and that the sale was an unlawful one, and being an unlawful one, the contract was such as the Court could not

uphold.

The Mutual Life, New York Life and Connecticut Life Insurance Companies to-day succeeded in securing an order from the Supreme Court for a new trial in the somewhat celebrated Hillmon life insurance case. This is a case of alleged attempt to swindle the insurance companies out of a large amount of money by palming off the body of one man for that of another man, on whose life there were large policies. Hill-mon had policies aggregating \$25,000 on his when his death was announced, not a great while after the issuance of the policies, the companies became suspicuous of fraud and refused to pay the amount of the policies to

The Widow Doesn't Get Her Mitr.

Death, it was asserted, resulted through an accident at Crooked Creek, Kansas. After the Coroner's inquest the insurance company succeeded in having the body exnumed and contested the suit brought Mrs. Hillmon, setting up the claim that the body was that of a man named Walters. The lower court gave judgement for Mrs. Hillmon, and this judgement was to-day reversed on the ground of errors at the tria!, particularly the exclusion of certain

The Supreme Court to-day rendered an pinion reversing the decision of the Texas Courts in the case of Count Joseph Telfaner, appellant, versus George W. Russ. Russ had a survey made for 1,000,000 acres of land he was to purchase from the State of Texas. Before the time for payment ar-rived he sold his right in the land to Telfaner for approximately \$400,000, and this suit is to force Telfaner to pay money. The first question raised, that Russ had no interest in the land to sell, was decided in favor of Russ, the Court ruling that although title had not passed, a valuable right had been acquired. On the second point, that relating to the amount of damages, Telfaner won, the Court holding that error had been committed in the failure to produce evidence at the trial by which the jury could have estimated the mount of damages. The case is sent back After reading a number of other decisions, of more or less importance, the Supreme Court adjourned until October.

THE ALLIANCE AGGRESSIVE.

Its Membirs Standing Up for Their Pet Sub-Treasury Scheme-An Ohio Congressman's Attack Resented by Jerry Simpson-Retrenchment and Reform.

WASHINGTON, May 16 .- While the sundry civil bill was under discussion to-day, words were spoken for the sub-treasury bill by the Alliance members, while Representative J. D. Taylor, of Ohio, predicted the failure of the scheme and the downfall of the Alliance party. The free silver question came to the front again in the shape of an amendment offered by Mr. Bartine, of Nevada, but a point of order was made against it and the matter went over for the present without a decision. After the approval of the journal, the Speaker laid before the House a communication from Vice President Morton, announcing the death of Senator Barbour, and inviting the House to attend in a body the funeral ceremonies to be held in the Senate cham-

er. Spread upon the journal. When the members of the House returned from the Senate, after the inneral cere-monies, the committee of the whole on the sundry civil appropriation bill re-sumed its session. Mr. Caldwell made sumed its session. Mr. Caldwell made various attempts to pass the appropriation for the fish bill, but was unsuccessful. Mr. Culberson, of Texas, moved to strike out the appropriation of \$25,000 for detecting persons guilty of violation of internal revenue laws. Agreed to.

Retrenchment and Reform Again.

"Retrenchment and reform" was the text of various brief speeches which were of no special interest, and which were satirized by Mr. Simpson, of Kansas, who ridiculed the Democrats for haggling over small items in the sundry civil bill, after having passed the immense river and harbor appropriation bill. He managed to put in a good word for the sub-Treasury bill, and was replied to by J. D. Taylor, of Ohio, who predicted the failure of the sub-Treasury scheme and the

Mr. Simpson denied the correctness of a statement made by Mr. Taylor that the leaders of the Farmers' Alliance had advised the farmers to hold their grain. In Kansas the only persons who had advised the course had been members of the Republican parts. The gentlemen from Obligan parts. lican party. The gentleman from Ohio (Mr. Taylor) was a national banker and was getting the advantage of the sub-Treasury system, yet he was opposed to giving the farmers the same benefit. Unless the farm-ers were given the same equality before the law that was given to the gold and silver miners and bondholders, they would know the reason why after the next election.

Mr. Watson, of Georgia, and Mr. Davis, of Kansas, raised their voices in favor of the sub-Treasury system, and the latter made a remark about the farm mortgages in

Kansas Not So Bad as Painted.

J. D. Taylor did not think the condition of Kansas was as bad as it was pictured to be. He had recently purchased a farm in that State for which he paid 75 per cent more than it had been purchased for eight years before. The trouble with the people of Kansas was that they didn't have the snap of the people of New England. They should complain less and work more: they should talk less about mortgages and more about business.

Mr. Simpson said the people of Kansas had snap, and had set the pace for the other States. They had shaken off the barnacles which had so long been fastened upon them, and the people of the other States would soon follow their examples.

The clause for the recoinage, reissue and transportation of minor coins having been reached, Mr. Tracey, of New York, made a point of order against it. He stated that he had no objection to the clause, but he A decision was to-day given in the Uni-ted States Supreme Court in favor of Mary Bardon in a suit between her and the North- assured that no amendment would be made he would withdraw his point, but, not receiving such assurance, he pressed it. He also raised a point of order against a free silver amendment offered by Mr. Bartine. of Nevada. Both points went over for the present without discussion. The committee then rose and the House adjourned.

INFLUENCE, NOT MEPIT.

The Basis of Pay for the Employes of the Census Bureau.

WASHINGTON, May 16 .- J. A. Collins, an employe of the farms, loans and mortgage division of the Census Bureau, who had testified that political pressure had worked to the detriment of the bureau by causing unjust inequalities in salaries and dismissal of competent persons to make room for persons with influence, resumed his testimony to-day before the Census Office Investigating Committee, and explained in some detail how this had oc-

He said that \$1,000,000 had been approor the mortgage division, and part of the money had been used in the work of gathering statistics of population. It was common report that when persons wanted more pay they went to their Congressman instead of to the chief of the division in the

Information From Blaine Wanted, WASHINGTON, May 16.-Representative Geary, of California, will introduce in the House a resolution requesting the Secretary of State, if not incompatible with the public interests, to report to the House the reasons for the removal of Frederic A. Bancroft, of Illinois, from the position of Librarian of the State Department, and his nomination, without his knowledge or con-sent, to be United States Consul at Brunswick, Germany, a post not now vacant.

THE personal discomfort and the worry of a constant cough, and the soreness of lungs and throat which usually attend it, are all remedied by Dr. D. Jayne's Expectorant, a safe medicine for pulmonary disorders and throat affections.

Horses Just Received.

Twenty head of saddle, driving and several Twenty head of saddle, driving and several mated carriage horses received from Kentucky by express, by the Arnheim Live Stock Company, Limited. They are as fine as grows; call and see them. All well broken and gentle. We also received two car loads of draught and general purpose horses from Ohio. You can save from \$25 to \$50 on every purchase at Arnheim's stables, and get bet-ter quality than handled anywhere in the

city.

We have also 100 mules, all sizes, in our pens suitable for pit or draught purposes. Don't forget the place, 52 Second avenue, Pittsburg, Pa.

Absolutely the Best,

"I never hesitate to recommend Chamberlain's Cough Remedy as absolutely the best," says Mr. F. B. Kemp, assistant business manager of the Youngstown, O., Daily Telegram, one of the most influential and valuable newspapers in the Buckeye State. Mr. Kemp also says: "I have found it a certain cure for the cough usually following an attack of the grippe, and always keep a bottle of it in the house." 50 cent bottles for sale by druggists. TTSU

Bargains in Wall Paper. Great clearance sale of this season's fine www. H. Allen, 517 Wood street, near Fifthavenue.

BE sure to get in at the great sale of short lengths of carpets at Groetzinger's this week. 627 and 629 Penn avenue.

See that Marvin's seal is on every loaf. Then you'll be sure of getting the best bread in the market. Ask your grocer for it. The

Bugine contains no poison. It could be swallowed with impunity, but it kills reaches, bedbugs, etc., quicker than lightning. 25 cents at all dealers.

GOT FIFTY FOOT OIL

Another Fair Producer on the Moore Farm, South of Venice.

M'KEE FARM WELL SPRAYING OIL.

Four Spots Above the Fifth Sand Should Be Entered To-Day.

NEWS FROM THE NORTH AND THE SOUTH

The McDonald field was off yesterday, both in regard to production and in new

wells. The output declined from 22,500 to 22,000 barrels. Since Saturday's gauges were taken, two new wells have been dropped from the list of those making 20 barrels an hour or more. They are Greenlee & Forst's No. 1 on the

McMurray lease, near Noblestown, and Brown, Walker & Co.'s No. 1 Wilkinson. The only well in the Southwest reported vesterday was on the Moore farm, south of Venice, and about five miles south of Mc-

Venice, and about five miles south of Mc-Donald. It is the Royal Gas Company's No. 2 on the Moore and the oil was found in the 50-foot sand. Their No. I on this farm has been making oil since last fall from the same sand, consequently the present development was not exactly a surprise. The Woodland Oil Company has not yet finished connecting up at its No. I on the Crawford farm, and they were not able to judge yesterday whether it would be a pay-ing producer from the Gordon. This well is also located in the territory southwest of McDonald.

Greenlee & Forst got the Gordon sand late Greeniee & Forst got the Gordon sand late Saturday night in their No. 2, on the McMurray lease, between Oakdale and Noblestown, and in the 24 hours following made over 25 barrels from that formation. They were on top of the fourth sand yesterday afternoon, and expect to be in the fifth late to-night or early to-morrow morning.

Should Be in the Fifth To-Day. The Forest Oil Company has succeeded in getting a set of broken jars out of their No. 1 on the John Scott farm, where they have been fishing on top of the sand for several days. This well, with the same company's No. 2 on the Sam Sturgeon, and No. 1 on the Mary Scott, are all expected to reach the fifth sand this afternoon. Last evening the Gregg No. 1, of the Forest, located south of the railroad at Gregg station on the Pan-handle, was shot but did not respond with much tries.

much vigor.

The Oakdale Oil Company's well on the McKee farm, northwest of Oakdale, has been drilled to the fifth sand, and yesterday it was spraying at the rate of ten barrels' a day from that stratum. It has besides a very strong pressure of gas. They are movery the control of the contro rery strong pressure of gas. They are mov-ng the boiler back, but may be able to drill

ing the boiler back, but may be able to drill it in this afternoon. Greenlee & Forst's No. 6 on the Wade farm, Greeniee & Forst's No. 6 on the Wade farm, should reach the Gordon sand to-morrow. The Devonian Oil Company's No. 1 on the Cubbage, located between McDonald and Venice, has not increased any from the fifth sand. They were drilling it deeper into the rock yesterday afternoon, Their No. 2, on the W. B. Moorhead farm, located between their No. 1 on the same farm and W. P. Bend's No. 1 Sauters, both of which are good for 125 barrels a day from the Gordon, will reach that sand within the next three or four days. Their No. 1 on the McDonald Bros', property is down 1,503 feet.

Jennings, Guffey & Co.'s No. 4 on the Matthews' heirs' farm, up the hollow back of Noblestown, is through the Gordon sand and should be in the fifth this week.

West Virginia and Zellenople,

West Virginia and Zellenople SISTERSVILLE-The well of Apple, Mercer

Patty & Co., on the E. Wells farm, half s mile below town, was started to pumping Saturday, and soon began to make oil at the rate of 75 barrels a day. They expect it to improve as the salt water is exhausted and pressure relieved. be wildcat well in the McClelland dis-

The wildcat well in the McClelland district, Doddrigde county, is reported to have been tested last week and showed for at least 20 barrels a day. There is another report to the effect that it is a much larger well, and is being worked as a mystery. The South Penn Pipe Line Company is laying a line to it as rapidly as possible. There is great excitement at Center Point, the nearest town to the well, and big prices are being asked for leases.

The St. Mary's Oracle says there is likely to be a renewal of activity in the French Creek region. The Barnsdall has leased the farm of Dr. P. S. Budford on French Creek, and unknown parties have recently leased Mrs. Bachman's Long Run property. They will drill for gas to supply Parkersburg and Marletta, although a good oil producer

Marietta, although a good oil producer would not be smiss. They expect the gas in the Big Injun.

Zelienorie-The McKenzie Oil Company's No. 10 on the farm of Dr. W. H. Mullerstruck the 100-foot yesterday morning and last evening was reported to be making 18 barrels an hour.

The McDonald Gauges,

The following estimates were submitted by the gaugers of the Southwestern Pennsylvania Pipe Line Company: The production of the field was 22,000, 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 Bald win, 20; Forest Oll Company's No. 1 Jane Stewart, 25; J. M. Guffey & Co.'s No. 2 Mc-

Stewart, 25: J. M. Guffey & Co.'s No. 2 McMichael, 25: Lynch & Co.'s No. 1 Meise, 40;
People's Gas Company's No. 128 McMurray,
20; Morgan No. 2, 30. Production, 22,000.
Stock in field, 55,000.

The runs of the Southwestern Pennsylvania Pipe Line Comvany from McDonald,
Saturday were 24,952: outside of McDonald,
9,017. The National Transit runs were 32,428;
shipments, 4,501. New York Transit shipments were 45,538. Macksburg division of
the Buckeye Pipe Line Company, 1,005. Buckeye runs, 25,321; shipments, 51,285. Southern
Pine Line shipments, 6,052. Eureka runs,
4,078; shipments, 392.
Sunday the Southwest runs from McDonald were 12,042; outside of McDonald, 300.
National. Transit runs, 4,926. New York
Transit shipments, 6,340. Eureka runs, 1,628.
Macksburg division of Buckeye runs, 187.
Buckeye runs, Lima oil, 774.

Yesterday's Market Features.

Yesterday's Market Features.

There was no improvement in trading, and the price was lower than on Saturday The finish was steady at the highest for the

The finish was steady at the highest for the day. The opening and lowest was 55%, the highest and close 57. There were sales of cash oli at 55%. Refined was unchanged. Datiy average runs, 75,238; daily average shipments, 66,849.

New Your, May 16.—Petroleum was stagnant; opening duil, and remaining unchanged until the close; Pennsylvania oli—Spot sales, none; June options, sales 6,000 barrels at 55%; Lima oli—Sales, 3,000 barrels at 19c; total sales, 9,000 barrels, 3000 barrels at 19c; total sales, 9,000 barrels.

OH CITY, May 16.—National Transit Certificates opened at 55%; highest, 57; lowest, 55%; closed, 55%. Sales, 18,000 barrels; clearances, 96,000 barrels; shipments, 94,821 barrels; runs, 97,378 barrels. reis; runs, 97,378 barrels.

DRIVEN MAD BY COFFER.

The Victim Lives on the Beverage, and It Has Ruined His Reason.

CHICAGO, May 15.-A case where a man has become insane through excessive indulgence in coffee was discovered here last night, when Peter McKeever, a restaurant keeper, was taken to the Detention Hospital by his wife for examination. While the doctors were proceeding with their investigations McKeever became violent, and before he could be controlled he had torn his clothes almost entirely from his body. Mrs.

McKeever says: For the past two or three years my husband has taken scarcely any solid food, but has subsisted almost entirely on coffee. Although we tried to persuade him to change his method of living and abstain from coffee, for we saw it was impairing his mind, we were unable to do so. He could not

Dr. Wade said there seems to be no other reason for his insanity than the one assigned by his wife.

LATE NEWS IN BRIEF.

-It is stated that Germany has accepted the invitation to the International Silver

-Lightning struck the house of W. E. Bailey at Denton, Tex., and killed his 5-year-old daughter while she was asleep. -Mike Michel, while returning home from Waverly, Iowa, during a heavy storm, drove bis team off a small bridge and was drowned. -Brooks Tuby, a barber of Beaver Falls, was struck by a train yesterday, and will probably die. He is 24 years old and has a wife in Center. wife in Canton, O.

-Frank Crance, a Cincinnati salesman, shot Hattie Hagedon and then suicided, be-cause she would have nothing to do with him. She will die.

-At Childesburg, Ala., Mrs. D. C. Bryant was assaulted by a negro. Two men are under arrest and only await identification to turnish a lynching. —Captain P. W. Egan, of Chicago, manager of the Vessel Owners' shipping office, in opposition to the Seamen's Union, has mysteriously disappeared.

-Alberto Santani was shot and stabbed by a fellow Italian at Youngstown yesterday morning for alleged intimacy with the as-sailant's wife. He may die.

Thomas Brainbridge and James Robinson were probably fatally injured at Ottumwa, Ia., by the explosion of a keg of powder in a mine in which they were playing. -"Johnny" Dobbs, the noted bank burg-lar and robber, and erony of "Red" Leary, George Wilkes and "Big Silm" Thompson, died in Bellevue Hospital yesterday.

—A girl about 18 years old, disguised as a calf, was shot at Lake Creek, Idaho, while stealing ore. Several thousand dollars worth was missed before the girl was shot.

—At Fort Worth, Tex., Henry C. Robinson was shot and killed by W. H. Coffman for insulting the latter's wife. Robinson wounded Coffman in the fight. The dead man was a bardware runner. At Marshal Basin, Colo., Sunday night, Anthony Berrymade a misstep and plunged to the bottom of the shaft in the Union mine. He was terribly crushed, having struck on his head, and lived but a short time. -At Marshal Basin, Colo., Sunday night,

John T. Parker, for the murder of City Marshal Musett, at Corpus Christi, Tex., has been sentenced to 99 years' imprisonment in the pentientiary. Four days were spent in securing a jury, while the trial occupied but

The trial at Neusatz of three women charged with poisoning their husbands and lovers with arsenic has closed. One of the women, named Pierdicknski, was found guilty and was sentenced to life servitude. The two others were acquitted.

-William Wilkins, of Nicola, Ill., owne a vicious stallion, which attacked and severely bit him. Wilkins subdued the animal by roping him and then picking out the animal's eyes with a needle. He will be held to the grand jury for cruelty.

-The United States warship Concord arrived at Cairo at 11 o'clock this morning. She was met below the city by several boats and tugs and escorted to the landing. A salute was fired from shore, which was re-sponded to from the ship. A reception was tendered the crew.

The autopsy in the case of General Gresser, the Prefect of Police of St. Petersburg, who died a few days ago after being treated with "Vitaline," disclosed traces of poison in the body. Gatchowsky, the inventor of "Vitaline," by whom General Gresser was treated, has been arrested.

The steam barge J. M. Almendinger, lumber laden, frem Manistee and bound for Milwankee, went on the reef off North Point light-house Sunday, and lay disabled and water damaged, although tugs worked at her all day. Part of the deck load was lost, but the loss will not exceed \$2,000.

-At Chicago Athert Geckrosch has been shot dead, it is believed by one of a gang of youthful highwaymen. William Brunt, a boy of 17, has been arrested for complicity in the crime. In a confession he says in the crime. In a contamed Lavin, de termined on robbing somebody. While searching the pockets of their victim he ro-sisted and Lavin fired the fatal shot.



"HOW OLD I LOOK, AND NOT YET THIRTY!" Many women fade early, simply because hey do not take proper care of themselves. Whirled along in the excitements of fashionable life, they overlook those minor ailments that, if not checked in time, will rob them of Health and Beauty. At the first symptom of vital weakness, uso

LYDIA E. PINKHAM'S Compound

The roses will return to your cheeks, sallow looks depart, spirits brighten, your step become firm, and back and head aches will be known no more. Your appetite will gain, and the food nourish you. The Compound is sold by all Druggists as a standard article, or sent by mail, in form of Fills or Lozenges, on receipt of \$1.00.

For the cure of Kidney Complaints, either sex. the Compound has no rival.

either sex, the Compound has no rival. Send two 2-cent stamps for Mrs. Pinkham's beautiful 88-page Illustrated book, entitled "GUIDE TO HEALTH AND ETIQUETTE." It contains a volume of valuable information. It has saved lives, and may save yours.

Lydia E. Pinkham Med. Co., Lynn, Mass. The price of home same stacking in 20c. a bottle, and it is cheap at that. I costs more to fill a bottle with Acme Blacking than other liquid Dressings cost com-

plete for the market, including fancy boxes, artistic stoppers, and other paraphernalia. We sell the Blacking-not the package. As it is our desire to sell ACME BLACKING cheaper if possible, but find ourselves unable to do so owing to its present cost of making, we hold a prize of

\$10,000 Open for Competition

Until the 1st day of January, 1893, to be paid to any one who furnishes a formula ena-bling us to make it at such a price that a retailer can profitably sell it at ioc. a bottle. WOLFF & RANDOLPH, Philadelphia.

It costs 10c, to find out what Prk-Ron is and does. A whole page of information could not give a correctidea. Pik-Ron is the name of the only paint which makes plain white glass look like colored glass. All retailers call it.

Merchant Tailors'Latest Styles IN SPRING SUITINGS, \$25 and upward; TROUSERS, \$5 up. Give Us A TRIAL CAV-AN AUGHAE GAVIN, NO. 197 FIFTH AVE. Cleaning and repairing a specialty my 9-D

No return since 1882. 'F. B. ADAMS, Perry, Mo. "ALL RIGHT! ST. JACOBS OIL DID IT."

I suffered severely with face neu-

ralgia, but in 15 minutes after appli-

cation of St. JACOBS OIL was asleep;

have not been troubled with it since.

IN 15 MINUTES.

ARE VETERANS BOTH.

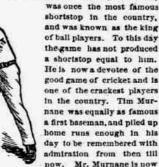
Tim Murnane Writes Well as He Played.

George Wright, the Famous Short, Now Plays Cricket.

Every Admirer of Health and Strength May Learn From Him

No two men are better acquainted with baseball than George Wright and Tim Murnane, and there are no two men in the country whose judgment of good players and good playing is safer than

George Wright, now the senior member of the well-known firm of Wright & Ditson, of Boston,



WRIGHT AT CRICKET, a critic and a writer of the game, whose good opinions

are only earned by good play, and whose Judgment His style is a model. His advice is worth heeding. Every admirer of health and strength may learn profitable lesson from what these men say. Says Mr. Wright: "Last spring I did not feel in the best of health. I do not mean to say that this is strange, because most people during the past season have been ont of sorts, but I was troubled

with a tired, languid feeling, a thing quite unusua to me. "I was not what might be called sick, but I was ot well. A friend recommended me to try something of which he spoke in the highest terms. I am in the habit of relying on my constitution to

bring me through, but I determined to follow my friend's advice. "I must say that I am glad I did so, for I found it benefited me greatly, and I am taking it now, even while out of doors and indulging in my regular exercise. This is what Paine's celery compound did for me."

Says Mr. Murnane: "I know of nothing that I would more quickly advise a man who is run down with hard physical work, or at his deak, to take as a strength-giving tonic than Paine's celery compound. Mr. Wright's experience is that of many others whom I could name." It is the experience of thousands-Paine's celery compound makes the weak strong.

OIL WELL SUPPLIES.

HAYS & TREES, Contractors. We make a specialty of building NATURAL GAS LINES AND WATER MAINS. Room 410 Hamilton Building.

PITTSBURG, PA.

Correspondence solicited. Telephone 51.

OIL WELL SUPPLY CO.,

91 and 92 Water Street. PITTSBURG, PA.

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After 19 Years of Trial. ELAINE

FAMILY SAFEGUARD OIL,

Cannot be Exploded.

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

inated.

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

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

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

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

ELAINE! The Family OIL. 100 Million Gallons ELAINE Sold in 18 Years From 1873 to 1893, Elaine cannot be improved upon.

WARDEN & OXNARD MANUFACTURERS,

KOEHLER'S **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, INSTALLMENTS.

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.

RAILROADS.

PENNSYLVANIA RAILROAD. SCHEDULE IN REFECT DECEMBER 20, 1801.
Trains will leave Union station, Pittsburg, as fol-MAIN LINE EASTWARD.

Pennsylvania Limited of Pullman Vestibule Cars daily at 7:15 a. m., arriving at Harrisourg at 1:58 p. m., Philadelphia at 4:56 p. m., New York 7:09 p. m., Baltimore 4:60 p. m., Washington, 5:53 p. m. p. m.

Keystone Express daily at 1:28 a. m., arriving at Harrisburg 8:25 a. m., Philadelphia 11:25 a. m., New York 2:00 p. m.

Atlantic Express daily at 3:30 a. m., arriving at Harrisburg 10:20 a. m., Philadelphia 1:25 p. m., New York 3:56 p. m., Baltimore 1:15 p. m., Washington 2:20 c. m. Mey 1012 to m. paramoter in p.m. washington 2:20 o. 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 3:20 p. m., Philadelphia 6:50 p. m., New York 9:25 p. m., Baitimore 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. isdelphia 10:55 p. m.
Mail Express daily at 1:00 p. m., arriving at Harrisburg with Philadelphia Express.
Philadelphia Express. burg 10:30 p. m., connecting at Harrisburg with Philadelphia Express.
Philadelphia Express daily at 4:30 p. m., arriving at Harrisburg 1:00 a. m., Philadelphia 4:25 a. m., and New York 7:10 a. m., Philadelphia 4:25 a. m., and New York 7:10 a. m., Baitimore 6:20 a. m., Washington 7:30 a. m., Philadelphia 5:25 a. m. and New York 8:00 a. m.
Faxt Line daily, at 8:10 p. m., arriving at Harrisburg 2:20 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Baitimore 6:20 a. m., Washington 7:30 a. m., Baitimore 6:20 a. m., Washington 7:30 a. m., Baitimore 6:20 a. m., Washington 7:30 a. m.

ton 7:30 a. m., Battimore 6:30 a. m., Washing-ton 7:30 a. m. All through trains connect at Jersey City with All through trains connect at Jersey City with All through Trains of The Brooklyn, N. Y., avoiding double ferriage and journey through New York City. Johnstown Accom., except Sunday, 3:40 p. m. Greensburg Accom., 11:30p. m. week days, 10:30 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.

Wall Accom., 5:25, 6:00, 7:40, 8:25, 8:50, 9:40, 10:20,
11:00 a. m., 12:13, 1:00, 1:20, 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, 4:20, 5:30, 7:20, 9:30, 10:30 p. m. m., 12:25, 1900, 2:31, 4:38, 5:38, 7:28, 9:39, 10:39

Wilkinsburg Accom., 5:25, 6:00, 6:15, 6:45, 7:00, 7:25, 7:40, 8:10, 8:35, 8:50, 9:40, 10:20, 11:00, 11:10 a. m., 12:20, 17:15, 12:30, 1:00, 1:20, 1:30, 2:90, 2:30, 3:15, 3:40, 4:00, 4:10, 4:25, 4:35, 4:50, 5:00, 5:15, 5:30, 5:45, 6:00, 6:20, 6:45, 7:20, 7:25, 8:25, 9:00, 9:45, 30:20, 11:00, 11:30 and 11:10 night, except Monday, 5:mday, 5:70, 8:40, 10:30, a. m., 12:25, 1:00, 1:30, 2:30, 4:30, 5:30, 7:20, 9:00, 9:30, 10:30 p. m.

Braddock Accom., 5:25, 6:00, 6:15, 6:45, 7:00, 7:25, 7:40, 8:00, 8:10, 8:35, 8:25, 9:40, 10:30, 11:00, 11:10 a. m., 12:01, 12:15, 11:30, 11:10, 2:00, 2:30, 3:15, 3:40, 4:00, 4:10, 4:25, 4:20, 4:35, 4:30, 5:00, 5:15, 5:30, 5:45, 6:00, 6:20, 6:45, 7:10, 7:25, 8:20, 9:45, 10:20, 11:00, 11:30, p. m., and 12:10 night, except

SOUTH-WEST PENN RAILWAY. For Uniontown, 5:25 and 8:25 A. M., 1:20 and 4:23 week days.

MONONGAHELA DIVISION.

MONONGAHELA DIVISION.

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

ON AND AFTER MAY 25, 1891.

For Monongahela City, West Brownsville and
Uniontown, 10:40 a. m. For Monongahela City
and West Brownsville, 7:25 and 10:40 a. m. and
4:50 p. m. On Sunday, 8:55 a. m. and 1:01 p. m.

For Monongahela City only, 1:01 and 5:50 p. m.
week days. Dravoshurg accom., 6:00 a. m. and
3:20 p. m. week days. West Elizabeth accom.,
8:25 a. m., 4:15, 6:30 and 11:35 p. m. Lunday, 9:40

b. m. WEST PENNSYLVANIA DIVISION.

ON AND AFTER NOVEMBER 16, 1801. From FEDERAL STREET STATION, Allegheny City— For Springdale, week days, 6;20, 8:25, 8:50, 10:40, 11:56 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 p. m. For Butler, week days, 6:55, 8:50, 10:40 a. m., 2:15 and 6:10 p. m. and 6:10 p. m.

For Freeport, week days, 6:55, 8:50, 10:40 a. m., 3:15, 4:19, 5:40, 8:10, 10:30 and 11:40 p. m. Sundars, 12:35 and 9:30 p. m.

For Apollo, week days, 10:40 a. m., and 5:40 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 10:20 p. m.

For Paulton and Blairsville, weekdays, 6:55.a. m., 3:15 and 10:20 p. m.

For Paulton and Blairsville, weekdays, 6:55.a. m., 5:15 and 10:20 p. m.

For Paulton and Blairsville, weekdays, 6:55.a. m., 5:15 and 10:20 p. m.

For Paulton and Blairsville, weekdays, 6:55.a. m., 5:15 and 10:20 p. m.

For Paulton and Blairsville, weekdays, 6:55.a. m., 5:15 and 10:20 p. m.

For Paulton and Blairsville, weekdays, 6:55.a. m., 5:15 and 10:20 p. m.

For Paulton and Blairsville, weekdays, 6:55.a. m., 5:15 and 10:20 p. m.

From Pittsburgh Union Station. ennsylvania Lines. Trains Run by Central Time.

J. R. WOOD, Gen'l Pass'r Agent.

CHAS. E. PUGH, General Manager.

Northwest System-Fort Wayne Route DREART for Chicago, points intermediate and beyond:
*1.30 a.m., *7.10 a.m., *12.20 p.m., *1.00 p.m., *3.45
p.m., 111.30 p.m. Arrive from same points: *12.05
p.m., 111.50 p.m. *6.00 a.m., *6.35 a.m., *6.00 p.m.,
*6.50 p.m.
DREART for Toledo, points intermediate and beyond:
*7.10 a.m., *12.20 p.m., *1.00 p.m., 111.30 p.m., Arrive from same points: \$1.15 a.m., *6.35 a.m., *6.00 p.m.,
*6.50 p.m.

from same points: 17.10 a.m., 0.00 a.m., 0.00 a.m., 0.60 p.m.

DRFART for Cleveland, points intermediate and beyond: †0.10 a.m., *7.10 a.m., †12.45 p.m., *11.65 p.m. ARRIVE from same points: *5.50 a.m., †2.15 p.m., *6.00 p.m., †7.00 p.m. Bepart for Martins Ferry, Bridgeport and Bellaire: †6.10 a.m., †12.45 p.m., †4.10 p.m. ARRIVE from same points: †9.00 a.m., †2.15 p.m., †7.00 p.m.

DEFART for New Castle, Erie, Youngstown, Ashtabula, points intermediate and beyond: †7.20 a.m., †12.20 p.m. ARRIVE from same points: †1.25 p.m., 48.40 p.m.

18.40 p.m.

DEPART for New Castle, Jamestown, Youngstown and Niles, 13.45 p.m. Arrive from same points: Depart for Youngstown, *12.20 p.m. Assive from Youngstown, *6.45 p.m. Southwest System-Pan Handle Route Southwest System-Pan Handle Route
DEFART for Columbus, Cincinnati, Indianapole, St.
Louis, points intermediate and beyond: "1, 20 a.m.,
"7,00 a.m., "8,46 p.m., "11,15 p.m. Arrive from same
points: "2,20 a.m., "8,00 a.m., "5,55 p.m.

DEFART for Columbus, Chicago, points intermediate
and beyond: "1,20 a.m., 143,05 p.m.
Arrive from
same points: "2,20 a.m., 18,05 p.m.
DEFART for Washington, 16,15 a.m., 18,35 a.m.,
11,55 p.m., 13,30 p.m., 14,45 p.m., 14,50 p.m. Arrive
from Washington, 16,55 a.m., 17,50 a.m., 18,50 a.m.,
110,25 a.m., 12,35 p.m., 16,25 p.m.
DEFART for Wheeling, "7,00 a.m., 12,05 n'n.,
12,45 p.m., 16,10 p.m. Arrive from Wheeling,
18,45 a.m., 13,05 p.m. "5,55 p.m.

Special Notices.

Special Notices. PULLMAN SLEEPING CARS AND PULLMAN DINING CARS run through, East and West, on principal trains

of both Systems.

LOCAL SLEEPING CARS running to Columbus, Ciscinnati, Indianapolis, Cleveland, Toledo and Chicago are ready for occupancy at Pittsburgh Union Station at 9 o'clock p. m.

Time Tanins of Through and Local Accommodation Trains of either system, not mentioned above, can be obtained at 110 Fifth Avenue and Union Station, Pittsburgh, and at principal ticket offices of the Pennsylvania Lines West of Pittsburgh.

Daily, Etz. Sunday, IEX. Saturday, Etg. Monday Daily. tEx. Sunday, IEx. Saturday, TEx. Monday.

JOSEPH WOOD, E. A. FORD,
General Manager, General Fasseoger Agent. DITTSBURG AND LAKE ERIE RAILROAD p. m. P. C. & Y. trains for Mansfield, 7:37 a. m., 12:10, 4:05 p. m. For Espien and Beechmont, 7:37 a. m., 4:06 p. m. P. C. & Y. trains from Mansfield, 7:31, 11:59 a.

P. m.
For McKeesport, Elizabeth, Monongahela City and Belle Vernon, "6:00, 11:05 a, m., "1:00 p. m.
From Belle Vernon, Monongahela City, Elizabeth and McKeesport, "7:40 a, m., 12:55, "5:05 p. m.
Daily "Sundays only, "To and from New Castle cally City Ticket Office, 639 Smithfield Street. BALTIMORE AND OHIO RAILROAD. Schedule in effect December 20, 1891. Eastern



For Washington, D.
C. Baltimore, Philadelphia and New
York, *5:00 a, m. and
9:20 p, m.
For Cumberland,
76:50, *5:00 a, m.,
£1:10, *7:20 p, m.
For Connellsville,
*5:50 *5:00 feeto. *6:50, *8:00, \$8:30 a. m., \$1:10, \$4:15, \$5:00 *0:20 p. m. Uniontown,

m.
For Mt. Pleasant,
\$6:50 and \$8:00 a. m., \$1:15, \$4:15 and \$5:00 p. m.
For Washington, Pa., 7:29 and \$9:20 a. m., *4:00,
\$4:45, 7:20 and \$11:55 p. m.
For Wheeling, 7:20, \$9:30 a. m., *4:00, 7:20 and
\$11:55 p. m. 1:55 p. m. For Cincinnati and St. Louis, 7:22 s. m., 17:30 For Cincinnati and St. Louis, 7:22 a. m., 17:30 p. m.
For Cincinnati, 11:35 p. m. (Sainrday only.)
For Columbus, 7:20 a. m., 17:30 and ill:35 p. m.
For Newark, 7:20 a. m., 17:30 and ill:35 p. m.
For Chicago, 7:20 a. m. and 7:20 p. m.
Trains arrive from New York, Philadelphia, Baltimore and Washington, 76 20 a. m., 78:30 p. m.
From Columbus, Cincinnati and Chicago, 73:50 a. m., 78:30 p. m.
From Columbus, Cincinnati and Chicago, 73:50 a. m., 78:30 p. m.
From Columbus, Cincinnati and Chicago, 79:35 a. m., 78:30 p. m.
Farior and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 79:41, 10 and Chicago, 79:41, 10 and Chicago, 70:41, 10 and 70:41,

J. T. ODELL, CHAS. O. SCULL, General Manager, Gen. Pass. Agent. WEAK NERVOUS SUFFERERS from youthful errors, insent Manly Vigor, wasting weakness. Varioncele, etc., I have a positive remoty for the above complaints, and by its use thousands of cases of the worst kind and of long standing have been restored to basilth and Manhaed. Indeed, so strong is my faith in its curative powers that I will send one full since of packings, free of charge, to any afficied sufferer. Address: DR. P. B. CLARKE, East Haddam, Cons. RAILBOADS

RAILROADS,

A LLEGHENY VALLEY RAIL WAY CO.—O
A and after Sunday, March 20, 1892, trains wi
leave and arrive at Union station. Pilitaburg, eas
ern standard time: Buffalo express leaves at 3:
5: m., 8:50 p. m. (arriving at Buffalo at 5:85 p. n.
and 7:20 a. m.): arrives at 7:10 a. m., 6:35 p. m. Of
City and DuBois express—Leaves 8:20 a. m., 1:30;
m.; arrives 1:00, 6:23, 10:00 p. m. Emilenton
Leaves 4:00 p. m.; arrives 1:00 a. m. East Brady
Leaves at 6:50 a. m. Kittanning—Leaves 9:05
m., 5:30 p. m.; arrives 8:55 n. m., 5:55 p. m. Brad
burn—Leaves 5:00, 6:15 p. m.; arrives 8:58 a. m.,
7:40 p. m. Valley Camp—Leaves 10:18 a. m., 12:06
2:30, 11:30 p. m.; arrives 6:40 a. m., 12:30, 2:15, 4:0
p. m. Huiton—Leaves 8:00, 9:50 p. m.; arrives 8:70
p. m. 8:50 p. m.; arrives 7:10 a. m., 6:35 p. m.
Kittanning—Leaves 12:40 p. m.; arrives 10:15 p. m.
Braeburn—Leaves 9:20 a. m.; arrives 9:18 p. m.
Kittanning—Leaves 12:40 p. m.; arrives 10:15 p. m.
Braeburn—Leaves 9:20 p. m.; arrives 10:15 p. m.
Braeburn—Leaves 12:40 p. m.; and Union station.

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

DAVID M'CARGO, JAMES P. ANDERSON, Gen'l Supt. Gen'l Supt. Gen. Pass. Ag. DITTSBURG AND WESTERN RAIL-WAY. Schedule in effect May 15. 1692 (Central time) Lepot cor. Anderson st. and River av. Alleghensy Depart for Kane, Bradford, 77:10 a. m. For Charlon 77:10 a. m., 47:00 p. m. For Foxourg, 77:10 a. m., 47:00 p. m. For Foxourg, 77:10 a. m., 47:00 p. m. For Buffalo, Eric. Meadville 77:10 a. m., 47:00 p. m. For Revo. Cheveland 71:10 a. m., 47:00 p. m. For New Castle, 77:11 a. m., 47:00 the fast for New Castle, 77:11 a. m., 47:00 the fast for New Castle, 77:11 for New Castle, 77:11 a. m., 47:00 the fast for New Castle, 77:11 a. m., 47:00 the fast for New Castle, 77:11 a. m., 47:45 p. m.; Eric. 13:50 p. m.; Greenville Newcer, 11:250 a. m., 48:45 p. m.; Eric. 13:50 p. m.; Arron, 71:30 a. m., 47:45 p. m.; Buller, 47:00, 97:05, 71:135 a. m., 47:45 p. m.; Buller, 47:00, 97:55, 71:135 a. m., 47:45 p. m.; Buller, 47:00, 97:55, 71:135 a. m., 47:45 p. m.; Buller, 47:00, 97:55, 71:135 a. m., 47:45 p. m.; Buller, 47:00, 97:55, 71:135 a. m., 47:45 p. m.; Buller, 47:00, 97:55, 71:135 a. m., 47:45 p. m.; Buller, 47:50, 97:55, 71:135 a. m., 47:56 p. m.; Form Chicago, 71:135 a. m., 47:56 p. m.; Form Chicago, 71:135 a. m.

STEAMERS AND EXCURSIONS. TO EUROPE—MAX SCHAMBERG & CO No. 527 Smithfield st., represent all the lines to the Continent, sell drafts, letters o credit and foreign coin; make cable trans-fers and procure passports. Established in 1866.

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Sailing every Wednesday from Philadelphis and Liverpool. Passenger accommodations for all classes unsurpassed. Tickets sold to and from Great Britain and Ireland, Norway, Sweden, Denmark, etc.

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MOESER, 616 Smithfield street. mh844-rrs

WHITE STAIK LINE—
For Queenists on and Liverpool.
Royal and United States Mail Steamers.
Britannic, May 8, 19: Main Britannic, June 15, 9 a m
Majestic, May 25, 4 p m "Malestic, June 22, 4 p m
Germanic, June 1, 1000 Germanic, June 24, 4 p m
Teutonic, June 8, 4 p m "Teutonic, Jule 29, 2030m
Troutonic, June 8, 4 p m "Teutonic, Jule 39, 2030m
From White star dock, foot of West Jentin st.,
New York.
"Second cabin on these steamers. Saloon rates,
100 and neward. Excursion tickets on favorables
is man. Second cabin, 180 and 181. Stearage, from
or to the old country, 200.
White Star drafts payable on demand in all the
principal banks throughout Great Britain. Apply
to JOHN J. MCORMICK, 529 Smithfields st.,
Pittaburg, or H. MAITLAND KERSEY, General
Agent, 2 Broadway, New York. CUNARD LINE—NEW YORK AND LIVER-POOL, VIA QUEENSTOWN—From Pier 40, North river. Past express mail service. Etruria, May 21, 1 p. m. [Etruria, Juneia, 11:30s.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 Servia, June 11, 6 a. m. [Servia, July 9, 5 a. m]

Extra Steamers.

Gallis, May 18, 10 a. m. | Bothnia, June 1, 10 a. m.
Cabin passage, \$60 and upward, according to location; second cabin, \$35.
Steerage tickets to and from all parts of Europe at very low rates. Steerage hearts to and from an parts of Europe at very low rates.

For freight and passage apply to the company's office, 4 Bowling Green, New York. VERNON H. HROWN & CO., General Agents, or CHARLES P. SMITH, Third av. and Wood st., Agent for Pitts-burg, Pa.

NETHERLANDS LINE FOR ROTTERDAM, PARIS AND LONDON, SAILING FROM NEW YORK:

SAILING FROM NEW YORK:

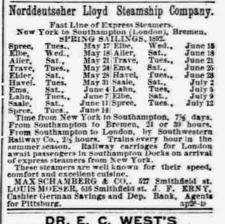
May 25, noon, Saturday, Spaarndam,
May 25, Wednesday, Rotterdam,
May 25, Wednesday, Rotterdam,
Steamers marked "sail to and from Amsterdam;
all others to and from Rotterdam.

From pier foot of Fifth street, Hoboken.
First cable, \$55 to 500; second cable, \$41. Reduced excursion tickets. Steerage at low rates. For illustrated guide and passage apply to JOHN J. M'COR-MICK. \$39 Smithfield street, LOUIS MORSER, \$16 Smithfield street, MAX SCHAMBERG & CO. \$27 Smithfield street.

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STATE LINE,
Service of Alian Line Steamships.
NEW YORK AND GLASGOW,
Via Londonderry, Every Fortnight.
May 5, State of California, 10 a. M.; May 13,
State of Nevada, 3 p. M.; June 2, State of
Nebraska, 3 p. M. Cabin, \$40 and upward;
second cabin, \$30; steerage, \$19. Apply to J.
J. McCORMICK, 639 Smithfield street, Pittsburg.
my2-35-D

Norddeutscher Lloyd Steamship Company.



NERVE & BRAIN

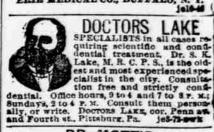
Treatment, a guaranteed specific for Hysteria, Dizziness, Convuisions, Pits, Nervons Neuraigla, Headache, Nervons Prostration caused by the use of alcohol or tobacco, Wakefulness, Mental Depression, Softening of the Brain resolting in insunity, decay and death, Promature Old Age, Loss of Power in either set, involuntary Losses and Spermatorrhea caused by over-exertion of the brain, self-abuse or over-induigence. Each box contains one month's treatment. \$1.00 a box, or six for \$5.00, by mail. WE GUARANTEE SIX BOXES

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