FEEDING FOREIGNERS.

Chief Elliot Complains of the Number of Immigrants Who

BECOME A CHARGE TO THE CITY.

Overcome by Eurprise at an American-Born Asking for Aid.

NO PAUPERS AMONG THE CHINESE

Yesterday was one full of strange happenings at the Department of Charities. Some of the incidents drew Chief Elliot out until he declared that every port in the United States should be closed against foreigners. The first little scene occurred when a man who had gotten the worst of it in this battle of life came in and asked for transportation to Columbus, O. He told his hard-luck story in a straightforward way to Examiner Hoffmann while Chief Elliot sat at the opposite side of the table.

"Were you born in this county?" asked Mr. Hoffmann.

"Yes," was the reply. "What!" exclaimed Chief Elliot, rising to his feet. "I want your picture. I'm going to frame it and hang it up here. It is so seldom an American-born person asks charity here that he is a curiosity. Give

An Argument Against Immigration.

him a ticket."

Then while the poor man smiled and was being furnished with the requisite bit of paper the Chief continued: "We have very few calls for charity from people born in this country. I tell you that if the imin this country. I tell you that if the immigration laws had been enforced in this country for the past ten years the care of paupers in this city and in this Commonwealth would be a trifle. There is scarcely an inmate of the Poor Farm that was not born in Europe. They fill our jails and our penitentiaries. There are too many idle men in this country now and it would be better to stop all immigration. It will be hard even to restrict it, for the steamship. hard even to restrict it, for the steamsh lines will make a hard fight, but it would be better for the country in the end.
"Why does the Government single out

the Chinese? They are the least harmful of any class we have. I have never known one of them asking for charity. The only request ever made here by them was for a low-rate ticket for a Chinaman who had his leg cut off in Boston. The Chinamen there had sent him to New York and his countrymen there sent him here. He paid for his lighter and when questioned with the cost of ticket and when questioned said the cost of it would be assessed on all the Chinamen

Aided by His Fellow-Countrymen

"In that way he was sent back to China without it costing this Government a cent. The Chinese behave themselves and should be given the right to come here if the worst classes of Europe are also accorded that privilege.

The Chief had scarcely ceased talking of this when a man from the Thirty-second ward asked the privilege of a cheap ticket to send a woman who had been visiting him

to send a woman who had been visiting him back to Kent, O.

"Do you think we are running a cheap summer excursion bureau here?" asked the Chief. "We are not furnishing tickets to people who are not paupers nor have we the right to give them the advantage of the low rates we get from the railroads. we get from the railroads. Nearly every day we have requests for these tickets and we cannot afford to jeopardize our present arrangements with the railroads.

"Before I took charge here we had to pay full fare for people we sent away. I called the railroad men together and made the proposition to them under which we now operate. They refused, of course, but I produced an old law passed in 1830 which said all common carriers that bring paupers into a community must take them away at their own expense. I told them I would enforce the law if they did not consent and

A CHANCE FOR DILL.

The Clearfield Bank Case Postponed Until Next Tuesday-A Proposition or Settlement Will Be Submitted to the Department of Justice in Washington.

The case of Rev. W. H. Dill, charged with wrecking the First National Bank of Clearfield and the Hontzdale Bank, which was to have come up for trial before Judge Acheson in the United States Circuit Court vesterday, has been postponed until next Tuesday. Dill's counsel has arranged a Tuesday. Dill's counsel has arranged a basis of settlement, which will probably be accepted by the creditors, and the Department of Justice at Washington will be asked not to prosecute. Hon. W. S. Stenger, who represents the Chestnut Street Bank, Philadelphia, refused to make any statement. W. J. Shaw. who represents the Houtzdale Bank, gave the following as their basis of settlement: Dill is accused of embezzling \$103,000 from the Houtzdale Bank. He is to surrender a judgment on the First National Bank of Clearfield for \$23,000, including costs, and \$10,000 in cash, and admit the answers in the equity suits of the bank. In addition to this Dill is to give a first mortgage of \$40,-000 on a certain tract of land. By this arrangement the bank will lose \$30,000, which will come from the stockholders, as the depositors under the agreement are to be paid in full. The First National Bank Clearfield, which has lost \$100,000, has agreed to the following as a basis of settlement: Dill and his wife are to transfer their Clearfield bome, worth \$25,000, and \$13,000 in cash to the bank. The Caledonia Lumber Company, which is ownee by Dill and his relatives, valued at \$40,000, is to be deeded to the bank. All the stock of Jonathan Boynton, Dill's father-in-law, as well as Dill's stock in the bank, is to be transferred to the bank. The stock is liable to assessment if the property turned over to the bank does not reach what it is assessed at. Neither Dill nor Boynton are to be benefited by the stock they hold in the bank. The deposits of Dill and Boynton in the Clearfield Bank go to the creditors of the bank. By this arrangement it is estimated that the stockholders will lose 50 per cent on the face value of their stock. The depositors are to be paid in full.

All of the above is subject to the approval of the Department of Justice in Washington. United States Attorney Lyon when court convened yesterday presented the above to Judge Acheson and asked that the trial be postponed, to which the Judge gave his consent. Dill's counsel will leave at once for Washington and will have until Tuesday to get a decision from that office. If the settlement is not satisfactory Dill will have to stand trial.

There were a great many persons from Clearfield in the court yesterday. They were principally witnesses for the prosecution, having been depositors in the banks. There was general satisfaction expressed by them when they heard they would probably receive all of their money instead of 25 per cent. Many of them assured United States Attorney Lyon they would rather get their money back than have Dill sent to the peni-

IF you desire to room or board in the East End consult THE DISPATCH To Let rooms and Wanted boarders advertising columns. More adlets than any other

Wall Paper. Large stock of fine wan published to the fore removal, June 15.

John S. Roberts,
Successor to W. H. Barker,
Six Market street, Large stock of fine wall paper must be sold

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

The greatest spring and summer beverage is the Iron City Brewing Company's lager

BREEN ACQUITTED.

The Jury Decided That He Was Not to Blame for the Death of Peter McClaren -Fatal Ending to a Baseball Argument -Court News.

James W. Breen, charged with the killing of Peter McClaren on Smithfield street on July 15, 1891, was tried yesterday. Very little interest was manifested in the case and it was quickly disposed of.

A number of witnesses testified to seeing the dispute in front of Johnston's drugthe dispute in front of Johnston's drugstore on Smithfield the night Breen hit McClaren. In substance the story was that
McClaren took exceptions to something
Breen had said about members of the
Brooklyn Baseball Club and called him
names. After some words had been exchanged McClaren made a threatening
move at Breen, when the latter threw up his
arm to ward off a blow and struck McClaren
in the face. He fell to the pavement and
was removed to the Homeopathic Hospital,
where he died from the effects of the full,
he having fractured his skull on the pavement.

he having fractured his skull on the pavement.

Officers Philip Demmell, Thomas Sterck,
Captain Brophy and Warden McAleese, who
at that time was Inspector of Police, told of
the arrest and of Breen's telling them of the
killing in Central station.

For the defense Breen said he could not
tell whether or not he had struck McClaren
a heavy blow or not. He related the story
of the dispute and said he had felt sure Mc
Claren had intended to strike him hard and
he only threw up his arm to protect himself. There was no malice between them. A
number of prominent citizens testified to
the good character of the prisoner.

The jury went out before supper and at
7.45 returned a verdict of acquittal.

IN THE CRIMINAL COURT.

One Jury Fails to Agree and Two Rende

Scrotch Verdicts, In the case of Police Officer George W. Beck, of Millvale borough, against W. H. Walker and others, for conspiracy and libel, the jury rendered a verdict yesterday acquitting all the defendants, but putting onethird the costs on them in the conspiracy case and two-thirds on Beck. In the libel case Walker and Rinehart are directed to

case Walker and Rinehart are directed to pay the costs.

In the case of L. D. Strouss and L.L. Satler, charged with embezzlement by Louis Moeser, of the Pittsburg Lumber Company, the jury came in at loclock yesterday afternoon, after being out all night, and reported that they could not agree. This will necessitate a new trial.

George Dark, of the Southside, was tried for aggravated assault and battery, on oath of Agent O'Brien. Mrs. Dark died at her home in Singer's row last November, and after her death Dark was charged with having pushed against a stone. He was found not guilty, but ordered to pay the costs.

Oleo Sellers' Sentences Suspended, Judge Collier yesterday announced that sentence yould be suspended in the cases of the eleomargarine sellers who pleaded guilty until a decision is given by the Supreme Court on the constitutionality of the preme Court on the constitutionality of the law prohibiting the manufacture and sale of the article. Attorney Willis McCook reported to the Court that a number of those who had been indicted were still selling oleomargarine. The Court stated that such dealers, if they continued to sell, would be brought into court at once and sentenced. Their cases would not be allowed to lie over. G. H. Abel, another of the dealers, pleaded guitty yesterday.

To-Day's Trial Lists. Common Pleas No. 1-Brooks, for use, vs Quinnette; Westinghouse et al vs McKeesport Light Company; Tann Brewing Com-pany vs Liddell; Richardson vs Saitta et al; Stewart et al vs Cote; O'Neil, Jr., vs B. & O. R. R. Co.; Shoninger et al vs Latimer.

Common Pleas No. 2-Bole vs Bole; Marx & Son vs Giles; Eggebrecht & Bernhardt vs same; Hayden vs Lincoln Memorial Ceme-tery; Forsythe vs P. R. R. Co.; McCune vs Lysle: Demorest & Crawford vs O'Connor; Duff & Sons vs Benedict; Exchange Bank vs

Bott.
Common Pleas No. 3—Gluske vs Zerbe;
Holthouse vs Rynd; Weiskoff vs McKeesport and Duquesne Bridge Company; People's Natural Gas Company vs McKnight;
Bigley et al vs Jonah Oil Company; Clark
vs Rife; Mackenzie et al vs Blaine Land and
Improvement Company; Wangaman vs
Dickie & Co.; Radzinsky vs Sykes; Williams
vs Hill et al: Pixley vs Shaner.
Criminal Court—Commonwealth vs P. A.
Saitta (2), John Mazzo (2), J.J. Richards,
W. E.Howley, J. J. Walker, W. A. Lindsay,
Alex Sayers (2), Matthew Stewart, Frank
Gross; also all the oleomargarine cases in
which pleas of guilty have not been made.

To-Day's Audit List, Estate of Accountant. Estate of Accountant,
John G. Bauder. Mary Bauder,
Thomas Paimer William Dingledine et al.
William Barr. Agnes V. Barr.
Elizabeth W. Wallace. I. N. Forner.
William Ward Mary Ward et al.
Heury Webber. Rev. F. Ruoff,
Catharine Martin. George C. Burgwin,
James S. Todd. Eleanor Todd.
Charles B. Lang. C. Sledenstricker,
Verena Schultz. Martin Schultz.
George Steinmaier. K. Staab et al.
James Moreland. Samuel McDonald et al.

The Hum of the Courts.

ELLEN M. GOPP issued an execution yesterday against John Goff, Jr., for \$5,029 50. ANNA B. NEWMAN was yesterday awarded

PETER ROMELFANGER received a verdict for \$38 50 in his action on an account against A VERDICT of \$150 for the plaintiff was given in the case of H. Boyd against G. M. Ferree, an action for debt.

WILLIAM THOMAS, in his suit on a mechan ics' lien against John Threnhauser, received a verdict for \$450 55. CHRISTOPHER FRITCHNAN sues A. O. Tints-

man for a balance of \$9,885 alleged to be due on a promissory note for \$10,000. A VERDICT for the defendant was given yesterday in the case of J. A. Ritchie against James Kindlin, an action on a contract. Douglass C. Johen sues the Pittsburg, Cincinnati and St. Louis Railway Company for \$30,000 damages for injuries received while employed as a brakeman.

A VERDICT for the defendant was given in the garnishee proceedings of Mrs. L. Schott for use of C. O'Donnell against F. X. Woog, garnishee of Peter Seibert and Samuel Pat-

THOMAS PENDERGAST and wife, who sued Laughlin & Co., Lim., for the death of their son, were nonsulted yesterday on the ground that the deceased was over age and the plaintiffs were natives of Ireland.

In the United States Circuit Court vester day a verdict for the defendants was given in the case of the Eureka Mower Company against the estate of E. T. Fox. A verdict of \$4,000 for the plaintiffs was given in the case of Soisson & Kilpatrick against W. J. Rainey, an action for damages for flooding

Want the Appeals Heard. The Law and Order Society has asked that the 30 appealed cases of newsdealers be heard. They will probably come up before Judges Slagle and Collier Saturday morning.

More About Street Railways on Market Street.

Street.

Stoughton & Stulen, house decorators, 101
Market street, want the Pittsburg, Allegheny and Manchester, the Pleasant Valley and all the East End lines to run on Market street for the accommodation of their customers. They have the finest line of wall paper, picture moldings, relief decorations in the city. House, sign and fresco painting. Some of the little corners blessed with street railways are valuable, and by running street railways down Market street may increase the property to the value of the enormous assessments made by the city this year.

Friday Poor Man's Day at P. C. C. C. To-day (Friday) as usual we devote the entire day to the sale of clothing for the poor people. This day is set aside by us for a good object, namely, selling the poor people what they need in the clothing line for merely a trifle, which means far less than the first cost to manufacture. The following prices are for to-day (Friday):

One lot of men's black corkscrew sack suits, coat, pants and vest, all sizes, at the control of the contro

About 240 boys' cheviot suits, neat checks and little plaids, sizes 4 to 14, at. 400 men's good cassimere and cheviot suits, cut either in sack or frocks. You have 20 different patterns to select from. Nice dark or light mixtures, neat checks or hair lines. You get your choice to-day for \$4.75 per sult...\$. 600 pairs of men's nice worsted pants, 10 styles

Mayor Gourley signed the Poor Farm ordinance vesterday and the advertisement will be inserted and proposals received for the next ten days. It is probable that Chief Elliot will this time ask the Charities Committee to accompany him in his exami-nation of the farms offered. The Mayor thinks the ordinance a good one and a farm purchased under its provisions should be acceptable to the people. He says the offi-cials will need to be prompt in connection with the farm purchase, as the time for moving from the old place is growing limited.

POOR FARM ORDINANCE SIGNED.

The Mayor Is Satisfied With It and Suggests

Speedy Action.

limited.

The Mayor has not examined any of the street railway ordinances yet and as he has to consider about 30 other ordinances and resolutions passed at the last meeting of Councils he says he will hardly reach the railway bills before the middle of next



Contributions to the Atlantic.

Our contributions toward the general health of America come across the Alantic, from the 500-year-old health resort called-Carlsbad. Our contribution to America is called-Carlsbad Sprudel Salts. They reign supreme as a standard remedy for all ills arising from constipation and impaired digestion. The genuine has the signature Eisner & Mendelson Co., N. Y., Sole Agents, on every

PROGRESSING WITH TIME.



WE'RE WORKING OVER-TIME

To fill our orders for Spring Suits. It is one of the easiest things in the world to get good material-there's plenty of it -it is very hard, however, of securing perfect make and fit.

There's no imperfection about our Suits, either on the surface or below it. They're made as faultless as the material. Our prices are the most moderate, all things com-

We make Suits to order as low as \$20 of good, serviceable, All-Wool Cheviot. We make Suits to order at \$25 of fine Cassimeres, Tweeds, Worsteds, fit for dress or Sunday wear.

Every Suit warranted to be kept in repair by us free of charge for one year.



Clothiers, Tailors, Hatters, and Furnishers.

954 AND 956 LIBERTY ST. Star Corner.

EW goods coming in every day. Styles of months ago all gone. We're in the market every day, taking advantage of all new styles, changes in price, and bargains., That's the why we can offer such good values for \$25, made to your measure.

WANAMAKER

Hotel Anderson Block.

my17

NEW ADVERTISEMENTS.

Laird's Shoes are the best and the most popular in Pittsburg.

HOW THEY LIKE

THEN AGAIN:

IF THEY'RE COMFORTABLE! IF THEY'RE FASHIONABLE! IF THEY'RE RELIABLE!

AND ABOUT THE PRICE

SPECIAL THIS WEEK.

2,000 pairs Ladies' fine Dongola Kid Oxford Ties at 75c, 98c, \$1.18 and \$1.24.

2,400 pairs Ladies' fine Dongola Kid Button Boots at \$1.25, \$1.50, \$1.75 and \$2.

1,500 pairs Ladies' finest Dongola Button Boots at \$2.50, \$2.90, \$3.

SPECIAL FOR MEN:

1,200 pairs Gents' fine Calf Seamless Bals and Congress at \$1.98, \$2.18, \$2.50 and \$2.90.

1,050 pairs Gents' finest Calf, Kangaroo and fine Patent Leather Bals and Congress at \$2.90 and \$3.90.

WHOLESALE AND RETAIL

433 and 435 WOOD STREET. MARKET STREET.

Bright's Disease of the Kidners, and IMPURE BLOOD arise from Dyspepsia ant function with that good old German Medicine- Hoofland's German Bitters.

YOU WILL ENJOY LIFE and fear no evil. Sold everywhere, \$1.00. Write for book, "Hints for Kitchen and Sick Room," free JOHNSTON, HOLLOWAY & CO., Philadelphia.

UNITABIAN PUBLICATIONS FREE Address Miss Mary Lyman, 19 Oakland Square, Pittsburg.

PATENTS. O. D. LEVIS, 131 Fifth av. (next Leader), Pittsburg, Pa.

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

RAILROADS.

MAIN LINE EASTWARD.

Pennsylvania Limited of Pullman Vestibule Cars
daily at 7:15 a. m., arriving at Harrisburg at 1:35
p. m., Philadelphia at 4:45 p. m., New York 7:00
p. m., Baltimore 4:40 p. m., Washington, 5:35
p. m.

Reystone Express daily at 1:20 a. m., arriving at
Harrisburg 8:25 a. m., Philadelphia 11:25 a. m.,
New York 2:60 p. m.
Atlantic Express daily at 3:30 a. m., arriving at
Harrisburg 10:30 s. m., Philadelphia 1:25 p. m.,
New York 3:50 p. m., Baltimore 1:15 p. m., Wash
ington 1:20 v. m.
Harrisburg Accommodation daily, except Sunday,
5:22 a. m., arriving at Harrisburg 2:50 p. m.
Day Express daily at 5:00 a. m., arriving at Harzisburg 3:20 p. m., Philadelphia 6:50 p. m., New
York 5:35 p. m., Baltimore 6:45 p. m., Washington 8:15 p. m., Baltimore 6:45 p. m., Washington 8:15 p. m. Fork \$:35 p. m., Baltimore 5:45 p. m., Washing-ton 5:15 p. m., Mail train Sunday o.c.ly, 8:40 a. m., arrives Harrisburg 7:00 p. m., Ph. ladeiphia 10:25 p. m. Mail Express daily at 12:00 p. m., arriving at Harrisburg 10:30 p. m., eo nnecting at Harrisburg with Philadelphia Express daily at 4:30 p. m., arriving at Harrisburg 10:00 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. Eastern Express at 7:15 p. m. daily, arriving Harrisburg 2:25 a. m., Baltimore 8:30 a. m., Washington 7:30 a. m., Philadelphia 5:25 a. m. and New York 8:00 a. m., Philadelphia 5:25 a. m. and New York 9:30 a. m., Philadelphia 6:30 a. m., New York 9:30 a. m., Philadelphia 6:30 a. m., New York 9:30 a. m., Baltimore 6:30 a. m., Washington 7:30 a. m., Saltimore 6:30 a. m., Washington 7:30 a. m., S

York 9:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Baltimore 6:20 a. m., Washington All through trains connect at Jersey City with boats of "Brooklyn Annex" for Brooklyn, N. Y., avoiding double ferriage and journey through New York City.

Johnstown Accom., except Sunday, 3:40 p. m., Greensburg Accom., 11:30 p. m. week days, 10:30 p. m., Sundays. Greensburg Express 11:50 a. m., except Sunday.

Perry Express 11:50 a. m., except Sunday.

Wall Accom., 5:25, 6:00, 7:40, 8:35, 8:50, 9:40, 4:00, 4:50, 6:15, 6:00, 6:45, 7:35, 9:00, 10:20, 11:30 p. m., 12:10 night, except Monday. Sunday, 8:40, 10:30 a. m., 12:25, 1:00, 2:30, 4:30, 5:30, 7:20, 9:30, 10:30 p. m. m., 12:25, 1:00, 2:30, 4:20, 5:30, 7:30, 9:30, 10:30 p. in.

Wilkinsburg Accom., 5:25, 6:00, 6:15, 6:45, 7:00, 7:28, 7:40, 8:10, 8:35, 8:50, 9:40, 10:30, 11:00, 11:10 a. m., 12:01, 12:15, 12:30, 1:00, 1:20, 1:10, 0:20, 2:30, 3:15, 3:40, 4:00, 4:00, 4:10, 4:25, 4:35, 4:30, 5:00, 5:15, 5:40, 5:40, 5:40, 6:20, 6:45, 7:20, 7:25, 8:25, 9:30, 9:45, 0:25, 11:00, 11:30 and 11:10 night, except Monday. Bunday, 5:70, 8:80, 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, 8:50, 8:40, 10:30, 11:00, 11:30, 11:00, 11:10 a. m., 12:01, 12:15, 12:150, 1:00, 1:20, 1:30, 2:30, 2:30, 3:15, 3:40, 4:30, 6:00, 6:20, 6:45, 7:20, 9:00, 9:45, 10:30, 5:45, 6:00, 5:20, 6:45, 7:20, 7:35, 5:25, 9:30, 9:45, 10:30, 5:45, 6:30, 6:30, 6:45, 7:20, 7:35, 5:25, 9:30, 9:45, 10:30, 5:45, 6:30, 5:45, 5:30, 9:45, 10:30, p. m., and 12:10 night, except Monday. Sunday, 5:30, 8:00, 8:40, 10:30 a. m., 10:30 p. m.

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

MONONGAHELA DIVISION. MONORGAHELA DIVISION.

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

ON AND AFTER MAY 25, 1891.

For Monongahela City, West Brownsville and Uniontown, 10:40 a. m. For Monongahela City and West Brownsville, 7:35 and 10:40 a. m. and 4:30 p. m. On Sonday, 8:58 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 2:20 p. m. week days. West Elizabeth accom., 8:35 a. m., 4:15, 6:30 and 11:35 p. m. Eunday, 9:40 p. m.

WEST PENNSYLVANIA DIVISION. ON AND AFTER NOVEMBER 16, 1891.
From FEDERAL STREET STATION, Allegheny City—
For Springdale, week days, 6;20, 8:25, 8:50, 10:40, 11:50 s. 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 2:30 10:30 and 11:40 p. m. Sunuaya, 12:30 and r. op. m.
For Butler, week days, 6:55, 8:50, 10:40 a. m., 3:15
and 6:10 p. m.
For Freeport, week days, 6:55, 8:50, 10:40 a. m.,
3:16, 4:19, 5:40, 8:10, 10:30 and 11:40 p. m. Sundays,
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.
3:15 and 10:30 p. m.
3:15 and 10:30 p. m.
3:15 and 10:30 p. m.
43-The Excelsior Buggage 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. 110 Fifth avennue, corner Fourth avenue and Try street, and
Union station.

HARPER BONNELL

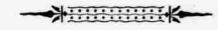
NEW ADVERTISEMENTS.

MAIN OFFICE, 11 and 13 Vandewater Street, NEW YORK.

-***

Our inks of every description are in the highest repute in the Leading Publishing Houses of America and Europe.

The best quality for the least money possible is guaranteed.



The ink used on The Dispatch is made by J. HARPER BONNELL CO.

Also used by the Philadelphia Public Ledger, Record, Etc., Etc.

my20-78

RAILROADS

From Pittsburgh Union Station 'ennşylvania <u>L</u>ines.

Northwest System-Fort Wayne Route DEPART for Chicago, points intermediate and beyond: *1.80 a.m., *7.10 a.m., *12.20 p.m., *1.00 p.m., *8.45 p.m., 111.30 p.m. ARRIVE from same points: *12.05 a.m., 11.15 a.m., *6.00 a.m., *6.35 a.m., *6.00 p.m., а.m., ¶1.15 а.m., *6.00 а.m., *6.35 а.m., *6.00 р.m., *6.50 р.m. Виракт for Toledo, points intermediate and beyond: *7.10 а.m., *12.20 р.m., *1.00 р.m., 111.20 р.m. Акких from same points: ¶1.15 а.m., *6.35 а.m., *6.00 р.m.,

from same points: ¶1.15 a.m., *6.35 a.m., *6.00 p.m., *6.50 p.m.

Depart for Cleveland, points intermediate and beyond: †6.10 a.m., *7.10 a.m., †12.45 p.m., *11.65 p.m., *ARRIVE from same points: *5.50 a.m., 12.15 p.m., *6.00 p.m., †7.00 p.m.

Depart 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.

Depart for New Castle, Eric, Youngstown, Ashtabula, points intermediate and beyond: †7.20 a.m., †12.20 p.m., Arrives from same points: †1.25 p.m., †8.40 p.m.

18.40 p.m.
DEPART for New Castle, Jamestown, Youngstown and Niles, †8.45 p.m. Arrive from same points: 18.40 a.m. DEPART for Youngstown, *12.20 p.m. ARRIVE from Youngstown, *6.45 p.m. Southwest System-Pan Handle Route Southwest System-Pan Handle Route
Depart for Columbus, Cincinnati, Indianapolis, St.
Louis, points intermediate and beyond: *1, 20 a.m.,
*7.00 a.m., *8.45 p.m., *11.15 p.m. Arrive from same
points: *2.20 a.m., *6.00 a.m., *5.55 p.m.

Depart for Columbus, Chicago, points intermediate
and beyond: *1.20 a.m., *12.06 p.m. Arrive from
same points: *2.20 a.m., *13.06 p.m.

Depart for Washington, *16.15 a.m., *16.35 a.m.,
*11.55 p. m., *18.80 p.m., *14.45 p.m., *14.50 p.m. Arrive
from Washington, *16.55 a.m., *15.50 a.m.,
*110.25 a.m., *12.35 p.m., *16.25 p.m., *12.05 n.m.,
*12.45 p.m., *16.10 p.m. Arrive from Wheeling,
*18.45 a.m., *18.05 p.m., *18.10 p.m.

Special Notices.

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, Clacinnati, Indianapolis, Clayeland, Toledo and Chicago are ready for occupancy at Pittsburgh Union Station at 9 o'clock p. m.

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

Polity LEE Sunday, IEE, Saturday, YEE, Monday, JOSEPH WOOD, E. A. FORD,

General Manager.

General Passanger Agent.

DITTSBURG AND LAKE ERIE RAILROAD Company. Schedule in effect May 18, 1892 Central time.—DEPART—For Cleveland, *8,00 a.m., 1.55, 4.20, *9.45 p. m. For Clucinnati, Chicago and St. Louis: *1.55, *9.45 p. m. For Clincinnati, Chicago and St. Louis: *1.55, *9.45 p. m. For Suffaio, 8.00 a.m., *1.55, *4.20, *9.45 p. m. For Sulamanca, *8,00 a. m., *1.55, *5.45 p. m. For Youngstown and New Castle, 8.00, *5.09, 11.80 a. m., *1.55, 3.20, *4.20, *5.20, *9.45 p. m. For Beaver Falls, 6.00, 7.00, *8.00, 11.80 a. m., *1.53, 3.20, 4.20, *5.30, *9.45 p. m. For Beaver Falls, 6.00, 7.00, *8.00, 11.80 a. m., *15.30, 5.33, 6.00, \$16.45, 7.00, 7.87, *7.50, *8.00, \$3.0, 4.00, *1.30, \$11.45 a. m., 12.10, 1.00, 2.00, 3.30, 4.00, *4.20, *4.25, *5.10, 5.20, *8.00, \$9.45, 10.00 p. m. Arrive—From Cleveland, *6.20 a. m., *12.30, *5.15, *7.30, \$9.30 p. m. From Sulamanca, *6.20, *10.500 a. m., *12.50, *7.30 p. m. From Sulamanca, *6.20, *10.500 a. m., *12.50, *7.20, p. m. From Sulamanca, *6.20, *10.500 a. m., *12.50, *7.20, p. m. From Sulamanca, *6.20, *10.500 a. m., *12.50, *10.500 a. m., *12.30, *15.50, *7.50, *9.30 p. m. From Sulamanca, *6.20, *10.500 a. m., *12.50, *10.500 a. m., *12. *8:20, 7:25, *10 a. in., *12:30, *12:1 For McKeesport, Elizabeth, Monongahela City and Belle Vernon, "6:40, 11:05 a, m., "4:00 p. m. From Belle Vernon, Monongahela City, Eliza-beth and McKeesport, "7:40 a. m., 12:55, "5:05 p. m. "Daily "Sundays only, "To and from New Cas-

City Ticket Office, 639 Smithfield Street. A LLEGHENY VALLEY RAILWAY CO.—ON A and after Sunday, March 20, 1892, trains will leave and arrive at Union station, Pitisburg, eastern standard time: Buffalo express leaves at 5:29 a. m., 8:50 p. m. (arriving at Buffalo at 5:45 p. m. and 7:20 a. m.); arrives at 7:10 a. m., 6:38 p. m. Oil City and DuBois express—Leaves 8:20 a. m., 1:30 p. m.; arrives 1:00, 8:48, 10:00 p. m. Emilenton—Leaves 4:00 p. m.; arrives 5:00 a. m. East Brady—Leaves at 6:50 a. m., Kittanning—Leaves 9:05 a. m., 5:20 p. m.; arrives 8:05 a. m., 5:50 p. m. Braeburn—Leaves 5:00, 6:15 p. m.; arrives 8:05 a. m., 7:40 p. m.; arrives 8:05 a. m., 1:200, 2:15, 4:40 p. m.; arrives 8:00 a. m., 1:200, 2:15, 4:40 p. m.; Bunday trains—Buffalo express—Leaves 8:20 a. m., 8:50 p. m.; arrives 7:10 a. m., 6:38 p. m. Kittanning—Leaves 9:05 a. m.; arrives 9:15 p. m. Kittanning—Leaves 1:20 p. m.; arrives 9:15 p. m. Rinchon—Leaves 9:05 p. m.; arrives 9:15 p. m. Rinchon—Leaves 9:05 p. m.; arrives 7:10 p. m.; Puliman parlor buffet car on day trains and Puliman sleeping car on night trains between Pittaburg and Buffalo. Ticket offices, No. 110 Fifth avente and Union station.

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

RAILROADS BALTIMORE AND OHIO RAILROAD.

9:20 p. m. For Cumberland, 5:50, 5:00 a. m., \$1:10, 9:20 p. m. For Connelisville, 5:50, 5:30, 5:30 a. m., \$1:10, \$4:15, \$5:00 9:20 p. m. For Uniontown, \$6:50, \$5:00, \$6:30 a. m., \$1:10, \$4:15 and \$5:00 p.

The For Mt. Pleasant, 10:50 and 15:00 a. m., 11:15, 14:15 and 15:00 p. m.

For Washington, Pa., 7:20 and 15:20 a. m., 4:00, 4:46, 7:30 and 11:35 p. m.

For Wheeling, 7:20, 19:30 a. m., 4:00, 7:20 and 11:35 p. m.

For Cincinnati and St. Louis, 7:22 a. m., 7:30 p. m. Histop, m.
For Cincinnati, 11:55 p. m. (Saturday only.)
For Cincinnati, 11:55 p. m. (Saturday only.)
For Columbus, 7:20 s. m., 7:30 and 111:55 p. m.
For Newark, 7:20 s. m., 7:30 and 111:55 p. m.
For Chicago, 7:20 s. m. and 7:30 p. m.
Trains arrive from New York, Philadelphia, Baltimore and Washington, 76:30 p. m.
From Columbus, Cincinnati and Chicago, 7:50 s. m., 7:50 p. m.
From Columbus, Cincinnati and Chicago, 7:50 s. m., 7:50 p. m.
From Columbus, Cincinnati and Chicago, 70:45 s. m., 7:50 p. m.
Parior and sleeping cars to Baltimore, Washington, Cincinnati and Chicago,
Daily, 1Daily except Sunday, Sunday only, Saturday only, The Pittsburg Transfer Company will call for, and check baggage from hotels and residences upon orders left at B. & O. ticket office, corner Fifth avenue and Wood street, 37 and 639 Smith-field street,
J. T. ODELL, CHAS, O. SCULL,

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

DITTSBURG AND WESTERN RAILWAY—
Schedule in effect May 15, 1892 (Central time),
Depot cor. Anderson st. and River av., Allegheny,
Depart for Chicago, 2:00 p. m. Solid train
with Pullman sleeping car. For Kane,
Bradford, 7:10 a. m. For Chvion, 7:10
a. m., 7:200 p. m. For Foxuurg, 7:10 a. m.,
12:00, 14:25 p. m. For Buffalo, Erle, Meadville,
7:10 a. m., 7:200 p. m. For Akron, Chevdand,
7:10 a. m., 2:00 p. m. For Akron, Chevdand,
7:10 a. m., 2:00 p. m. For New Castle, 7:10
a. m., 2:00, 1:25, 15:15 p. m.
Trains arrive: From Kane, 16:46 p. m.; Clarton,
11:30 a. m., 16:45 p. m.; Foxburg, 19:05, 11:30
a. m., 16:45 p. m.; Erle, 13:50 p. m.; Greenville,
Mercer, 11:30 a. m., 13:50 p. m.; Greenville,
Mercer, 11:30 a. m., 13:50 p. m.; Greenville,
Mercer, 11:30 a. m., 13:50 p. m.; Rayon, 11:55
a. m., 16:45 p. m.; Row Castle, 19:05, 11:30
a. m., 16:45 p. m.; Butler, 17:00, 19:05, 11:30
a. m., 16:45 p. m.; Brow Castle, 19:05, 11:30
a. m., 16:45 p. m.; Brow Castle, 19:05, 11:30
a. m., 16:45 p. m.; Brow Castle, 19:05, 11:30
a. m., 19:45 p. m.; Row Castle, 19:05, 11:30
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a. m., 19:45 p. m.; Butler, 19:05, 19:05
a. m., 19:45 p. m.; Butler, 19:05
a. m., 19:45

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

"Majestic, May 25, 4 p m "Majestic, June 22, 4 p m
Germanic, June 1, noon Germanic, June 28, 9:30am
"Teutonic, June 1, noon Germanic, June 28, 9:30am
Treutonic, June 15, 9 a m Britannic, July 4, 3 p m
Britannic, June 15, 9 a m Britannic, July 12, 8:00 a m
From White Star dock, 100c of West Tenth st.,
New York. Britannic, June 15, 9 a m Britannic, July 12, 8:00 a m From White star dock, foot of West Tenth st., New York.

Second cabin on these steamers. Saloon rates, 800 and upward. Excursion tickets on favorable terms. Second cabin, \$40 and \$45. Steerage, from or to the old country, \$20.

White Star drafts payable on demand in all the principal banks throughout Great Britain. Apply to JOHN J. MCORMICE, 539 Smithfield St., Pittaburg, or H. MAITLAND KERSEY, General Agent, 29 Broadway, New York, ap14-D

ANCHOR LINE Steamers Leave New York Every Saturday

For Glasgow via Londonderry. Rates for Saloon Passage By S. S. CITY OF ROME, 300 and upwards, according to accommodation and location of Room. Second Cabin, 330, Other Steamers, Cabin, 360 and upwards, Second Cabin 335, Steerage 319.

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

Drafts on London Sold at Lowest Rates. Book of information, tours and sailing lists furnished on application to Agenta, HENDERSON BROTHERS. 7 Bowling Green, N. T., or J. J. McCORMICK. 639 Smithfield st., Pittsburg; F. M. SEMPLE, 110 Federal st., Allegheny, apil-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, PROM NEW YORK:

City of Chicago. Wednesday, May 25, 4:30 r. m. City of Paria, Wednesday, June 1, 9:35 A. m. City of Berlin, Wednesday, June 8, 4:00 r. m. City of New York, Wed'day, June 15, 9:00 A. m. For rates of passage and other informa ion, apply to
INTERNATIONAL NAVIGATION COMPANY, Gen'l Agents, 8 Bowling Green,
New York, or to J. J. McCORMICK, 639
Smithfield st., Pittsburg. myl2-xwr

STEAMERS AND EXCURSIONS. OUNARD LINE-NEW YORK AND LIVER-POOL, VIA QUEENSTOWN-From Pier 40, North river. Fast express mall service. Extra Steamers.

Gallia, May 18, 10 a. m., | Bothnia, June 1, 10 a. m.,
Cabin passage, 250 and upward, according to location; second cabin, \$35.

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

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

NETHERLANDS LINE

FOR ROTTERDAM, PARIS AND LONDON, SAILING FROM NEW YORK:
May 11, noon, Saturday, Spaarndam.
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 cabin, 85 to 40; second cabin, 84. Reduced excursion tickets. Steerage at low rates, For illustrated guide and passage apply to JOHN J.M'CORMICK. 698 Smithfield street, LOUIS MOESER, 655 Smithfield street, MAX SCHAMBERG & CO., 527 Smithfield street, MAX SCHA

GLASGOW TO PHILADELPHIA,
Via Derry and Gaiway. The most direct
route from Scotland and North and Middle
of Ireiand. Accommodations unsurpassed.
Intermediate, \$90. Steerage, \$19.
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 F. M.; June 2, State of
Nebraska, 3 F. M. Cabin, \$40 and upward;
second cabin, \$30; steerage, \$19. Apply to J.
J. McCORMICK, \$39 Smithfield street, Pittsburg.

Norddeutscher Lloyd Steamship Company.

Norddeutscher Lloyd Steamship Company.

Fast Line of Express Steamers.

New York to Southampton (London), Bremen.

SPRING SAILINGS, 1992.

Spree, Tues., May 17 Elbe, Wed., June 18
Elbe, Wed., May 18 Aller, Sat., June 19
Aller, Sat., May 21 Trave, Tues., June 21
Trave, Tues., May 21 Elms, Sat., June 25
Elder, Sat., May 22 Havel, Tres., June 25
Havel, Tues. May 31 Havel, Tres., June 25
Havel, Tues. May 18 Elms, Sat., June 25
Elms, Sat., June 4 Lahn, Tres., July 2
Ems. Sat., June 11 Spree, Tues., July 2
Saale, Sat., June 11 Spree, Tues., July 2
Spree, Tues., June 14
Time from New York to Southampton, 7% days.
From Southampton to Bremen, 24 or 20 hours.
From Southampton to Bremen, 24 or 20 hours.
From Southampton to Hondon, by Southwestern
Rallway Co., 2½ hours. Trains every hour in the
summer season. Hallway carriages for London
await passengers in Southampton Docks on arrival
of express steamers are well known for their speed,
comfort and excellent cuisine.

MAX SCHAMBERG & CO., 327 Smithfield st.
LOUIS MOESER, 616 Smithfield st. J. F. ERNY,
Casher German Savings and Dep., Bank, Agents
for Pittsburg.

RED STAR LINE.

Weekly between New York and Antwerp.
The spiendid, first-class, full-powered steam Noordland, Wednesday, May IS, 10 A. M.
Priesland, Wednesday, May IS, 10 A. M.
Pennland, Saturday, May IS, 7 A. M.
Waesland, Wednesday, June I, 10:30 A. M.
Saloons, staterooms, smoking and bathrocamidships; second cabin accommodations uncelled. celled.

Staterooms all on main deck.

First cabin, \$55 and upward; excursion tickets,
\$95 and upward; second cabin, \$45; round trip 10
per cent reduction; steerage at very low rates.

Send for "Facts for Travelers."

International Navigation Company, S GENERAL AGENTS, No. 6 Bowling Green, New York.

J. J. McCormick, 529 Smithfield street, Louis Moeser. 516 Smithfield street, J. F. Erny, German Savings Bank.

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This establishment supplies all necessary information as to the standing, responsibility, etc., of business men throughout North America. It is the oldest and by far the most complete and extensive system ever organized for the accommodation of Banking and Mercantile interests and the General Promotion and Protection of Trade.

Debts Collected and Legal Business attended to throughout the North American Continent.

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