TOSSED INTO THE SEA.

Sensational Close of Boston's Fourth of July Celebration.

AN AERONAUT'S LAST ASCENT.

After 118 Successful Flights Through the Clouds He Is Drowned

TOGETHER WITH A BRAVE COMPANION

ISPECIAL TELEGRAM TO THE DISPATCH.

Boston, July 4 .- A tragedy, sensational in its details, closed the city's celebration of Independence Day. The balloon ascension from Boston Common was the last feature of the day's observance, with the exception of the fireworks, and fully 100,000 people were crowded within sight of the parade ground, where the big balloon, Governor Russell, was tugging at the

Prof. G. A. Rogers, who had made 118 balloon ascensions before to-day's, was the seronaut. He had for an assistant Thomas Fenton, a gasfitter, who is employed at Austin & Stone's Museum. The third occupant of the car was Mr. Delose Goldsmith, a reporter for the Boston Press Association.

The wind had been blowing strong from the northwest all the morning and in the early part of the afternoon, but at the hour of ascension, 5:30 o'clock, it had died down, The messengers which were sent up to show the wind currents did not show any dangerous current, and Prof. Rogers gave the order to start, fully expecting to come down safely on terra firma.

A Child's Narrow Escape.

When the sandbags were removed the balloon shot upward almost perpendicularly. A rope that dangled from the car came very near decapitating a baby in its mother's arms, but the child was rescued before the loose end snapped around it. After reaching a height of about a mile, the on suddenly changed its course sailed senward at a rapid gait. Then it began to descend slowly. It was too far up for the people to see what was being done, yet they knew Prof. Rogers had opened the safety-valve and was trying to descend

before the balloon was blown out to sea.

While the crowd watched the balloon suddenly collapsed when yet a great dis-tance from the horizon, and fell like a shot. A cry of horror was uttered by that great crowd on the Common, yet they knew nothing of what was going on at the scene of the tragedy. Dorchester Bay was alive with crafts of all kinds, for the city regatta was

being sailed there.

When the balloon was seen rushing seaward in a course that would take it over the bay, all interest was transferred from the regatta to the balloon. When it began to descend there was a good deal of speculation as to whether the occupants would get a ducking or whether they would land on

The Safety-Valve Wouldn't Open. Professor Rogers could be seen tugging at the safety-valve rope. He had already made a rent in the lower part of the balloon,

and was not dropping fast enough, and the safety-valve refused to open. Suddenly the yachtsmen saw the balloon The cause has not yet been ascertained, but it is probable that the fissure made by Professor Rogers became enlarged. The three occupants of the car were seen clinging to the ropes, and then the wreck struck the water. The car sank immediately. The folds of the immense balloon settled over the struggling

A scope of boats instantly rushed to the but they were too late. Two of the coordinates of the car were seen to emerge from beneath the folds of the balloon. One was Prof. Rogers, the other was Reporter | This legal independence of men and women Goldsmith. Fenton had not come to the surface. Goldsmith was swimming easily, but Prof. Rogers seemed in distress.

Last Ascent of the Agronaut.

When the foremost rescuing boat was less than 20 feet away the venerable aeronaut threw up his hands and sank. He was not again seen, and his body has not yet been recovered. Mr. Goldsmith was taken on board the tug Nathaniel P. Doan, which carried the judges of the city regatta, and he became unconscious but was quickly rehe became unconscious but was quickly re-vived. The tug then steamed up to the balloon and many hands tugged at the ropes until Mr. Fenton's body was dragged into view. His neck had been caught in one of the meshes of the net, and he had been strangled to death. His body was warm, and while the boat was steaming back to the city efforts were made to revive him, with-

In Prot. Rogers' ascensions before his fatal trip to-day, 41 times he had been blown out to sea. Seven years ago the balfrom out to sea. Seven years ago the bal-loon burst while he was making an ascension from Revere Beach, and he fell to the beach from a height of fully 100 feet. He was confined to his bed two years, as a result of that fall, but as soon as he was able to move he returned to the business which eventually caused his death.

DROWNED BY A DOG.

A Woman Thrown Into a Lake, and Rescue Was Impossible,

KINGSTON, N. Y., July 4,-[Special.]-A distressing accident, resulting in the drowning of a woman, occurred on Ezopus lake, about 8 miles from here, Saturday afternoon. Mrs. Wheatly and Mrs. A. Kellert decided to go for a sail on the lake. Mrs. Kellert took her six-months-old child with her. They hired a boat from Herbert Slater, who keeps a hotel on the bank of the lake. He accompanied the Indies, for the purpose of rowing. As the boat was being pushed off the shore a dog owned by Slater jumped aboard, and was permitted to

Suddenly the dog, seeing a bird, sprang to the stern of the frail craft, where the ladies were seated. In their fright at the dog's sudden movement they stood up, capsizing the boat. Slater, although accustom-ed to the water, sank almost immediately. The women, however, made a desperate fight for their lives, Mrs. Killert clinging bravely to her child as she tried to reach the boat, but her struggles soon exhausted her, and she, too, sank, with her baby still clasped to her bosom. Mrs. Wheatley canght the child's flowing dress as its mother disappeared, and succeeded in placing it in the boat, to which she held herself,

MURDER BY A FREAK.

A Museum Rock-Breaker Crushes the Skull of a Chicago Sailor.

BUFFALO, N. Y., July 4 .- [Special.]-A lovers' quarrel resulted in a brutal murder in Morin's Canal Street Theater at an early hour this morning. Frederick La Greene, a variety performer who breaks rock with his bare hands, and Eli Severson, a sailor, whose home is in Chicago, were drinking wine in the theater, in company with several of the young woman performers. Among the rest was Mabel Leighton, a pretty young woman, to whom both men paid considerable attention. La Greene thought the young woman favored Severson, and told the latter he was engaged to be married to her. "I'm going to marry her myself," replied Severson, and, turning to Miss Leighton, asked her to corroborate his statement. She assented and then La Greene left the theater, threatening to kill them both before a wedding could take

When Severson and the woman were leav ing the theater, a short time afterward, La Greene, who had been waiting outside, pounced upon Severson and threw him down. Then he dealt him two of his rockcracking blows on the temple, crushing it his skull and killing him almost instantly When the police arrived the murderer had escaped, but was arrested at the Central depot on board a train which was just moving out of the station.

NEGROES DEMAND JUSTICE.

They Reprove Harrison and Plead With Their Race for Industry and Independence - A Colored Military Academy

Wanted-Ask Nothing but Fair Play. CINCINNATI, July 4 .- A National Convention of colored men of the United States to consider the interests of the race met here to-day. Daniel A. Rudd, of this city, who has been the leader in the matter announced that it was changed from a delegate convention to a mass meeting, and that no credentials were required. Committees on permanent organization and rules were

on permanent organization and raises were adopted.

The afternoon session was opened informally by George W. Clark, an aged white man, who years ago was an "abolition vocalist." The Committee on Permanent tion vocalist." The Committee on Permanent Organization reported for Permanent Chairman Dan A. Rudd. A speech made by Mr. Merryweather, of Arkansas, now a refugee in this city, told of horrors which he had witnessed in that State, which he said was not told by the newspapers. He predicted that in time the negroes would turn and the Caucasian would receive a bentium of blood. Mr. Merryweather was baptism of blood. Mr. Merryweather was so full of breathings of vengeance that when his time expired the convention re-fused to extend the limit.

J. T. Robinson, of Kentucky, read a long paper. He referred mildly to the poor comfort given to the representatives of the race by President Harrison. He proposed as a remedy for the treatment of negroes in he South, united action and new man After reading, he formally commended Dr. Tourgee's National Civil Rights Associa-tion. The Committee on Resolutions then reported as follows:

reported as follows:

First—We appeal to the American people in the imperial name of justice. The problem to be solved is not a negro problem. The so-called negroes are scarcely one-tenth the people of this country. They are powerless to solve any problem, but they may again be the victims of the nation's injustice, and the occasion of the nation's condemnation. We ask nothing of you in behalf of colored people, except the right to eat the bread our own hands have carned, to dwell safely in our own homes, to pursue our vocations in peace, to be granted a fair and equal opportunity in the race of life, to be protected under the law and to be judged according to the law. We appeal to you against murder and violence, against robbery and extortion, against hasty and cruel judgments, against fierce mobs that outrage our people and desolate their homes.

erce mobs that outrage our people and esolate their homes. Second—We appeal to the colored people n every part of our land to bear in mind that their prosperity and advancement in Second—We appeal to the colored people in every part of our land to bear in mind that their prosperity and advancement in civil rights and political influence will depend upon themselves; that the consideration given them will be in proportion to their own good conduct and approved character. For this reason we appeal to them to practice industry that they may prove their capacity to sustain themselves; to practice economy and sobriety, that they may, out of their savings, secure a fair measure of independence; to be patient and respectful, orderly, law-abiding and honest, that they may win the reputation of desirable neighbors and good citizens.

Third—That the interests of the colored people require the establishment of a military academy where colored youth may acquire a thorough tactical and engineering education; that Washington City is best suited for the location of such an institution of learning, and that the project is respectfully submitted to the thoughtful consideration of the loyal and patriotic people of the United States.

The convention then adjourned sine die. NO DOWERY LAW IN CALIFORNIA.

It Is Likely Due to the State Being Exclu sively Settled by Men.

Owing to the fact that the State of Caliifornia was settled almost exclusively by men, it became the practice of the sterner sex to consult nobody's wishes but their own in making sales and purchases of real estate, so that unlike most States, the right of dower has never been established there. has not been without its effect on society, and things that would shock the bon to here are looked upon with calm indifference

A well-known citizen of Cincinnati who the Cincinnati Times-Star, related to the delegate this morning that he was a few months ago seated at a swell banquet in San Francisco by the side of a young lady whose divorced father was a leader in high class society. The monotonous flow of small talk was suddenly startled by her exclaim-

ing:
"Oh, Mr. E—, did you know papa had been sued for breach of promisei by two women at once?"
Our Cincinnatian confessed ignor-

Our Cincinnatian, confessed ignorance, and she continued: "Oh, it's just too lovely for anything. One is an old lady and the other is a young one. But he settled it in a funny way. He paid one money and married the other."

"And which did he marry?" queried

"Why, the young one, of course," came the smiling reply.

PUTTING BABY'S EARS IN SHAPE.

Clever Arrangement Recently Patented fo Holding Them Close to the Head

Washington Post.1 The day for the ear that stands at right angles to the head is over. There's been a clever little arrangement patented for cor recting the tendency some babies' ears have to stand out. It is a close-fitting cap made of white tape that holds the ears close to the head and ties under the chin. It is really merely the framework of a cap, and so is less troublesome and less heating than a muslin cap would be, and can be worn day and night. There are few less pardonable disfigurements than outbranching ears, and they are less often the result of a natur-al tendency than of the careless handling of

a baby.

Few mothers and fewer nurses notice Few mothers and fewer nurses notice when they lay a baby down whether the soft little ear is crumpled under or lying close back to the head, and they rarely take the trouble when they hold a baby to see that its ears are in the natural position, but will hold it for the longest time with the head turned forward instead of back. "As the twig is bent the tree is inclined" applies with as much force to the physical as to the moral growth of a child. Babies, when nursed constantly by the one person, often suffer from being always carried on the same arm and in the same position. arm and in the same position.

MAKING THE JUDGE'S BENCH.

An Ancedote of a Senator Who Started Life

as a Carpenter. A good story is told of a United States

Senator who began life as a carpenter says s writer in the Youth's Companion "I will not always be a carpenter," he used to declare, for it seems he had set his heart upon sometime entering the legal profession. He did not slight his carpenter's work for his day dreams of what he should do and become, but was noted for his honest, conscientious labor.

One day the young man was planing a board that was to become a part of a "judge's bench" when a friend, observing his painstaking, inquired:
"Why do you take so much pains to smooth that board?" Instantly the young carpenter replied: "Because I want a smooth seat when I come

His friend laughed and thought the joke so good that he reported it in the shop, and the young man was bantered not a little about the 'judge's bench." He always replied, good-naturedly:

"Wait and see. He laughs who wins, and I may sit there yet."

And he did; but the distance between the carpenter's and the judge's bench was paved with heroic struggles and self-sacrifice.

A DAY OF ACCIDENTS.

The Fourth Brings in Its Train, as Usual. Much Joy and Some Sorrow.

LDBY SCHEIN RUN DOWN BY A CAR.

A LIST OF THE PATRIOTIC VICTIMS

Severe Burns and Injuries Due to Explosions of Firecrackers.

A distressing accident occurred on the Southside last evening. Luby Schein, a 5rear-old girl, was run down and killed by Birmingham electric car. About 5 o'clock vesterday afternoon the little one, accompanied by her parents, started from their ome, on Carson street, near South Fourteenth street, for Schenley Park, intending to get out in time to witness the fireworks. The child had hold of her mother's hand, and in her eagerness to get into a car she ran away from her mother's side and started across Carson at South Thirteenth street. At the time car No. 23 was on its upward journey, and before the motorman could stop the child was run down and ground beneath the wheels. John Kelly, the motorman, applied the brake as soon as possible, but it was too late, and the girl died a few

minutes later. John Kelly, the motorman, was arrested and furnished bail to appear at the inquest. Those who witnessed the accident claim that it was unavoidable, and that the motor-

man could not be blamed.

. HIS SKILL PRACTURED

Young Shaffer Siruck by a Bat in a Game of Ball at Schenley.

J. F. Shafler, a resident of Kittaning, met with an accident at Schenley Park yesterday that may prove fatal. Shaffer was engaged in a game of ball, and was catching. The batsman drew back to get a strike at the ball, and the bat coming in contact with Shatter's head, cut a deep gash and fractured his skull.

The young man was removed to the Fourteenth ward station, and after receiving attention from Dr. Moyer, he was taken to the Mercy Hospital. Shafler's condition is considered critical.

FELL OFF THE CARS.

Two Victims Fall to Find Standing Room and Are Hurt,

John Tettley, of Rowan avenue, Eas End, fell from the rear platform of a Duquesne Traction car on Ellsworth avenue at College street, last night. His head was badly cut and his right shoulder dislocated.

James McMurray, aged 14, fell off the side of a Duquesne car at the corner of Forbes street and Coltart square last night. The front truck passed over his right hand, crushing it. He lives at 209 Second avenue.

Fell Off a Train at Homestead.

A young man, who has not been identified, fell off the northbound train on the P. V. & C. at Homestead at 10 o'clock last night and the base of his skull was crushed. He was taken to Dr. Barton's office, where he was still alive, but was expected to die be-

Had Three Fingers Crushed. Arthur Comworth, 10 years old, while getting off a Castle Shannon train last night, slipped and fell in such a manner that his hand went under the wheels and

three fingers were badly crushed. He was removed to the Southside Hospital for reatment Killed by a Passenger Train. Bernardi di Achilli, an Italian aged 55 years, was killed on the Junction Railroad, near Twenty-third street, at noon yester-

a and run down by a passenger train.

THE FESTIVE FIRECRACKER. Patriotic People Who Didn't Let Go Quick Enough.

JOHN LONG, of Stevenson street, had three fingers of his left hand blown off by a large Jackson cracker. JOHN ROBB, a boy of East street, Allegheny, had one of his fingers almost blown off while shooting a toy cannon.

EDWARD BROWN, who lives on Fifth avenue, near Marion street, had his right leg severely hurt yesterday morning by a large cracker exploding in his pocket.

William Haus, aged 30 years, had his thumb and two fingers blown off yesterday

fternoon by a large Jackson cracker ex-loding in his hand. He lives on Dinwiddle treet. PETER LOVOSKEY, a Southside Pole, under took to shoot off a dynamite cracker by

holding it in his bands. The result is that he is minus two fingers and will be laid up for several days. JOHN SWUNKURZ, of Fox alley, Southside while firing off a shooting cracker yesterday morning it exploded in his hand, and his right forefinger had to be amputated at the Southside Hospital.

A Southside Pole named Mekilosky at tempted to hold a dynamite cracker while it exploded, and as a result he will be under a physician's care for some time. Half of his hand is gone with the cracker.

AUGUST BADENHAGEN, & Southside salor keeper, was firing off a number of pieces from in front of his residence at South Four-teenth and Carson streets, when one of them exploded and burned him fainfully about the hands and face.

A MARVELOUS RESCUE A Woman Suspended in Mid-Air Is Saved

by a Brave Railroader. Chicago Herald.]

At Charenton, near Paris, Mme. Labat was suffering from a violent attack of malarial fever. In the night she took advantage of a momentary absense of her nurse, and in a fit of delirium jumped out of the window of her room, located in the fourth story. Happily her gown was caught by the hooks of an iron gallery, and she remained hanging in mid-air. The cool night air rapidly reduced her fever, and becoming conscious of her dangerous position she set up fearful screams, which soon collected a

An employe of the Lyons Railroad, named Varennes, offered to rescue the woman if there was some one to lower him from the roof of the house. A fireman offered to hold him. A long rope was procured and tied securely around the waist of Varennes. The securely around the waist of Varennes. The fireman, standing on the top ridge of the roof, slowly lowered the rope until Varennes, swinging down in front of the house, could reach Mme. Labat. With his left hand he seized hold of the iron gallery, and then took firm hold of the woman. But her weight was so great that his left hand slipped from the railing and they both were suddenly suspended in mid-air. The suddenness of the pull for which he was not denness of the pull, for which he was not denness of the pull, for which he was not prepared, nearly threw the fireman off his leet, a calamity which he succeeded in averting by clinging to a stout chimney stalk rising above the roof. He had a firm hold of the rope, but was unable to pull up the load so as to enable Varennes to reach the window. So, steadying himself against the chimney, he let the rope glide down very slowly until Varennes and his precious load could set foot on the ground. The fever of Mme. Labat was entirely curred by her dangerous passage through the night

July's Infantile Death Rate Last year the death rate in July, from chole infantum, was frightful, and this July bids fair to equal it. The best physicians agree in saying that if a baby lives on lactated food it is not liable to this ase, and will be well and strong all through this dangerous season,

her dangerous passage through the night

BOMANCE OF A GENIUS

Career of a Man Who Has Been a Convict, Millionsire and Pauper ..

Less than 20 years ago, in a little town nestling among the mountains of Pennsyl-vania, there lived the family of Nelhams. The father was one of the most respected citizens'of that portion of the State. He was the cashier of the village bank and by years of careful attention to business and high integrity had won the complete confidence of every citizen. The poor intrusted their all to his keeping and the rich felt safe when their thousands were in his hands. Ray was his father's assistant and his bright, handsome face and frank ways made him the most popular young fellow— popular alike with young and old—in the town. For years life flowed on like a peaceful stream and no one dreamed of

trouble. Like a thunderbolt from a clear sky came the announcement one morning that the bank's doors would not be opened to the public. The doors were locked and barred and the curtains were closely drawn. The erowd became impatient and demanded to know what had happened and how badly the bank was affected. The climax came when the Sheriff was called in and by order of the directors Cashier Neiham wa inder arrest. He was charged with looting the bank!

The trial which followed was one of the notable events in the history of Pennsyl-vania's criminal courts-made more notable when young Ray Nelham stepped forward and said he was the guilty one and should bear all the blame and punishment. When he emerged from the State prison Ray Nelham had no wish to see the familiar village in the footbills on the Northwest he nam had no wish to see the raminar viriage in the foothills, so to the Northwest he went and his old father accompanied him. Out on the broad prairie, on the line of the Northern Pacific Railroad, not many miles west of Fargo, Ray started life anew.
There no one knew his past and his engaging manners soon won for him the friend-ship of the little community. Everthing he toward to gold

he touched turned to gold.

Ray Nelham amassed a fortune, but his ambition was not satiated, and, leaving his father and brother to look after the Dakota business, he went to one of the great grain markets of the Northwest, and, fitting up elegant offices, he became a veritable "plunger" on the market. His luck seemed ever to desert him and he was fast becom ing one of the wheat kings of the country. But 1885 was the fatal year for many who based their hopes on the fickle wheat pit. Nelham bought everything in sight. The price constantly went higher. He counted his gains by hundreds of thousands. One day he felt the time had come to sell. He wrote a dispatch to his Chicago brokers to sell every bushel he held. Nelham had a young Hebrew, Julius by name, in his employ as an office clerk. Julius had an abnormal nose and was ruled by powerful superstitions. He watched the market's varying moods with the eye of an expert, but the position of the moon and the signs of the zodiac governed his opinions concern-ing it. Evidently the sign was right, for just as Nelham completed his dispatch he heard Julius say to the bookkeeper: "If I

had any wheat I wouldn't sell it now."

It seemed a fate. Nelham allowed his jndgment to be set aside by the remark of the boy. The next morning when he came to his office he was a pauper. The bubble had burst, the market had dropped and all the lebel of reached here. the labor of years had been lost. Nelham became a wanderer. He mined in Montans and went to the coast. A few years of this aimless sort of life convinced him there was nothing in it, and, scraping together the few hundred still remaining of his once splendid fortune, he came to Chicago.

One of the latest applications of the electric light is a small apparatus for examining the cavities of the face. It consists of a five candle power incanddscent lamp surrounded with a second glass covering, which protects the tissue near which it may be placed from undue heat, and which also reduces to a minimum the risk of accident day. He was carrying dinner to his son, who works on the road, when he was overside of the face where it is located is so strong in contrast to the light on the other side that the patient observes a red glow in one eye and not in the other. If there is no obstruction the glow is equally visible in

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narrow gauge R. R. For circulars and terms ad-dress EDWARD WESSON, Manager, Altoona, Blair co., Pa. BEDFORD SPRINGS.

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MOUNTAIN HOUSE CRESSON SPRINGS. On the Summit of the Allegheny Mountains,
Main line Penna. B. B. All trains stop.
Will open JUNE 25th. For circulars and information, address
WM. R. DUNHAM, Supt., Cresson, Cambria
county, Pa.

NEW YORK. Other Resorts GRAND HOTEL, Lily Dale, N. Y., on Cassadaga Lake. The be house at the resort. Open from June 10 to Septem ber I. Special rates of \$5 a week until July 20.

M. R. ROUSE, Proprietor FORT WILLIAM HENRY HOTEL LAKE GEORGE, N. Y. SEND FOR ILLUSTRATED SOUVENIR.

SPECIAL RATES FOR FAMILIES.

WILLIAM NOBLE,

RHODE ISLAND. 15 MILES AT SEA OCEAN VIEW HOTEL BLOCK ISLAND, R. I.
Opens June 25th. Accommodates 500,
Hot and sold sea water baths

All modern improvements. Address, CUNDALL & BALL, Rock Island, R. I. TRAVELERS' ACCESSORIES. BEFORE GOING AWAY

Purchase a Bottle of

Lippencott's "Nectar.

Its quality is unexcelled. Made at the Lip-pencott's Distillery, Green county Pa, and U. E. LIPPENCOTT & CO.. 943 Liberty St., Pittsburg, Pa. BEFORE GOING AWAY

Your summer trip, protect your papers and valuables from thieves and fire. Rent a box at \$5 per year and upward, in the Fire and Burglar Proof Safe Deposit Vaults, German National Bank, Wood st. and Sixth ALUABLES, av. Silverware and valuables of all descriptions stored at reasonable rates.

TRAVELERS ACCESSORIES.

TRUNKS, BAGS, VALISES, FISHING ROD CASES, SHAWL STRAPS, UMBRELLA CASES. NEVER-BREAK TRUNKS.

PITTSBURG HARNESS EMPOBIUM,

HARRY D. SQUIRES, 426-428 Wood st. DURING YOUR ABSENCE FROM THE CITY

LEAVE YOURARENT
COLLECTING WITH US.
We make this a special feature of our

BLACK & BAIRD, 95 FOURTH AVENUE.

Before Going on Your Summer Trip See what we have to show you to make you comfortable traveling. Toilet cases and Articles, Lap Tablets, Writing Cases, Fountain Pens, Games of all sorts, Writing materials and many small articles which go to make up the little necessaries.

Remember, we are the leading engravers of the city.

JOS. EICHBAUM & CO., 48 Fifth avenue.

SILVERMAN'S

TRUNKS ARE

THE BEST. We are closing out all our SUMMER SHIRTS NEGLIGE SHIRTS. AT COST. LITTELL'S, 203 Smithfield street.

FISHING OUTFITS. At the old established house of JAMES BOWN & SONS will be found everything for the novice, the expert and the profes-sional fisherman or lady. 603 Smithfield st. TAKE A CAMERA WITH YOU. The place to get it is W. S. BELL & CO.'S, 431 Wood street, Pittsburg. Amateur out-fits a specialty. All photographic novelties on hand. Telephone 1205.

STORE YOUR VALUABLES Safe Deposit Vaults of the FARMERS' DEPOSIT NATIONAL BANK,

66 Fourth Avenue.

DRESSES For Mountain and Beach.
For Hotels and Promenades.
For Trains and Steamers. PARCELS & JONES, 29 FIFTH AV.

WANTED Everybody who uses a stimulant to try Klein's "Silver Age" Bye at \$1 50 per quart, or "Duquesne" Bye at \$1 25 per quart. HAVE

THE DISPATCH SENT TO YOU While on your vacation. For the best line of Trunks and Satchels

JOHN DAVIS', Corner Fifth avenue and Smithfield street. TRUNKS. WELDIN A perfect and most fashionable correspondence paper. The correspondence paper. The proper thing at home or at a KID FINISH Sold only by J. R. WELDIN & CO., 429-31 Wood street.

SENSE

EAST ARE BEST HANDLED AN EAST END AGENT. END RENTS VAN GORDER & LLOYD, "HOLMES BEST"

Old Monongahela pure rye whisky is the best. Headquarters for fine wines, liquors and cordials. Old Greene county apple brandy, choice imported brandles and pure bay rum. THE WM. H. HOLMES CO., 120 Water street and 158 First avenue. UMMER HOTELS, OR GUESTS STOP-PING at them, can order any wines, liquors or cordials direct from Max Klein, who will, upon application, send his complete catalogue and price list. Address, MAX KLEIN, 32 rederal st., Allegheny, Pa.

RAILROADS.

PENNSYLVANIA RAILROAD. Trains will leave Union Station, Pittsb as follows (Eastern Standard Tiffe):-MAIN LINE EASTWARD.

Pennsylvania Limited of Pullman Vestibule Cars daily at 7:15 a. m., arriving at Harrisburg at 1:55 p. m., Philadelphia 4:45 p. m., New York 7:90 p. m., Baltimore 4:46 p. m., Washington 8:55 p. m., Baltimore 1:16 p. m., Washington 12:20 p. m., Philadelphia 1:20 a. m., arriving at Harrisburg 8:25 a. m., Baltimore 11:15 a. m., Washington 12:20 p. 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 4:00 p. m.
Harrisburg 4:00 p. m.
Harrisburg 4:00 p. m. Thiladelphia 1:25 p. m., Day Express daily at 8:00 a. m., arriving at Harrisburg 2:20 p. m., Philadelphia 6:50 p. m., New York 9:25 p. m., Baltimore 6:45 p. m., Washington 8:15 p. m., Baltimore 6:45 p. m., Washington 8:15 p. m. For McKeesport, Elizabeth, Monongahein City For McKeesport, Elizabeth, Monongahein City and Belle Vernon, "5:40, 11:05 a. m., "4:05 p. m. From Belle Vernon, Monongahein City, Eliza-beth and McKeesport, 7:46 a. m., 12:55, 5:05 p. m., "Dally [Sundays only, 1To and from New Cas-tle only." City Ticket Office, 639 Smithfield Street.

DITTSBURG AND WESTERN RAILWAY—
Schedule in effect May 15, 1892 (Central time).
Depot cor. Anderson at and River av., Allegheny,
Depot for Chicago, 2009 p. m. Solid train
with Pullman sleeping car. For Railan,
Bradford, 77:10 a. m. For Chrion, 77:10 a. m.,
72:00 p. m. For Foxburg, 77:10 a. m.,
72:00 m. For Buffalo, Eric, Meadville,
77:10 a. m. For Greenville, Mercer, Grove City,
77:10 a. m., 72:00 p. m. For New Castic, 77:11
a. m., 72:00, 18:06 p. m. For New Castic, 77:11
a. m., 72:00, 18:06 p. m. For Butter, 16:34, 77:11
a. m., 72:00, 18:06 p. m. For Butter, 16:34, 77:10
a. m., 72:00, 18:06 p. m. For Butter, 16:34, 77:10
a. m., 16:45 p. m.; Foxburg, 19:06, 11:36
a. m., 16:45 p. m.; Erie, 19:50 p. m.; Greenville,
Mercer, 11:19 a. m., 18:36 p. m.; Gree York 9:35 p. m., Baltimore 6:45 p. m., Washington 8:15 p. m.

Mail train Sunday only, 8:40 a, m., arrives Harrisburg 7:00 p. m., Philadelphia 10:35 p. m.

Mail Express daily 11:50 p. m., arriving at Harrisburg 10:00 p. m., connecting at Harrisburg for Philadelphia Express daily at 4:20 p. m. arriving at Harrisburg 10:00 a. m., Philadelphia 4:25 a, m., and New York 7:10 a. m.

Eastern Express at 7:10 p. m. daily, arriving Harrisburg 2:10 a. m., Baltimore 6:20 a, m., Washington 7:30 a. m., Philadelphia 5:50 a. m. and New York 7:40 a. m.

Past Line daily, at 8:10 p. m., arriving at Harrisburg 3:30 a. m., Philadelphia 6:50 a, m., New York 7:40 a. m.

Past Line daily, at 8:10 p. m., arriving at Harrisburg 3:30 a. m., Philadelphia 6:50 a, m., New York 9:20 a, m., Baltimore 6:20 a, m., Washing-ton 7:30 a, m. m. Baltimore 6:20 a, m., Washing-ton 7:30 a, m.

York 9:30 a. m., Baltimore 6:30 a. m., Washington 7:30 a. m.,
Cresson and Ebensburg Special Saturdays only,
2:50 P. M.
All through trains connect at Jersey City with
boats of "Brooklyn Annex," for Brooklyn, N.
Y., avoiding double ferriage and journey through
New York City
Johnstown Accom., except Sunday, 2:40 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., exexpt Sunday. Greenaburg Accom., 11:36 p. m. week days., 10:30 p. m. Sundays. Greenaburg Express 1:15 p. m., except Sunday. Derry Express 11:00 a. m., except Sunday. Derry Express 11:00 a. m., except Sunday. Derry Express 11:00 a. m., except Sunday. Wall Accom. 5:25, 6:00, 7:40, 8:25, 8:20, 9:40, 10:30, 5:15, 6:00, 6:45, 7:25, 9:00, 10:20, 11:30 p. m., 12:10 night, except Monday. Sunday, 8:40, 10:30 a. m., 12:25, 12:30, 2:30, 4:30, 5:30, 7:20, 9:30, 10:30 p. m. and 12:10 night.

Wilkinaburg Accom., 5:25, 6:00, 6:15, 6:45, 7:00, 7:25, 7:40, 8:10, 8:35, 8:30, 9:40, 10:30, 11:00, 11:10 a. m., 12:01, 12:10, 12:10, 12:30,

MONONGAHELA DIVISION,
ON AND AFTER MAY 25, 1831.
For Monongabela City, West Brownsville and
Uniontown 10:40 a. m., For Monongabela City
and West Brownsville 7:35 and 10:40 a. m., and
4:30 p. m. On Sunday, 8:58 a. m. and 1:01 p. m.,
For Monongabela City only, 1:01 and 5:30 p. m.
week-days, Dravosburg Accom., 6:00 a. m. and
3:20 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 PENNSYLVANIA DIVISION.

ON AND AFTER JUNE 20, 1892. From FEDERAL STREET STATION, Allegheny

From FEDERAL STREET of 120, 5:45, 9:25, 10:40, City:

For Springdale, week-days, 6:20, 8:45, 9:25, 10:40, 11:50 a. m., 1:30, 2:25, 4:00, 5:00, 5:45, 6:10, 6:20, 8:10, 10:20, and 11:40 p. m. Sundays, 12:25 and 9:30 p. m.

For Buller, week-days, 6:20, 8:45, 10:40 a. m., 2:15-and 6:10 p. m.

For Freeport, week-days, 6:55, 8:45, 10:40 a. m., 2:15, 4:00, 5:00, 8:10, 10:20 and 11:40 p. m. Sundays, 12:23 and 9:20 p. m.

For Apollo, week-days, 10:40 a. m. and 5:00 p. m.

For Paulton and Biairsville, week days, 6:55 a. m., 3:15 and 10:30 p. m. For Paulton and Biairsville, week days, 6:35 a. m., 3:15 and 10:30 p. m.

4:30 The Excelsior 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. 110 fifth avenue, corner Fourth avenue and Try street and Union calling.

Union station, CHAS, E. PUGH, General Manager, J. B. WOOD, Gen'l Pass'r Agent.

General Manager.

Gen'l Pass'r Agent.

A LLEGHENY VALLEY RAILWAY CO.

A Taking effect June 23, 1892, trains will leave and arrive at Union station, Pitaburg eastern standard time: Buffalo express—Leaves at 8:20 a. m., 8:50 p. m. (arriving at Buffalo at 5:45 p. m. and 7:20 a. m., 9: arrives at 7:05 a.m., 6:25 p. m. oil City and DuBois express—Leaves 6:00 a. m., 8:20 a. m., 1:30 p. m.; arrives 1:00, 6:28, 10:20 p. m. Emelenton—Leaves 3:55 p. m., arrives 1:00 a. m. Kiltanning—Leaves 9:05 a. m., 5:00 p. m.; arrives 6:00 a. m., 1:205 p. m., 5:20 p. m., 5:35 p. m., arrives 6:00 a. m., 1:205 p. m., 5:20 p. m., 5:35 p. m., arrives 6:00 a. m., 1:206 p. m., 5:20 p. m., 1:200 p. m., arrives 6:00 a. m., 1:200 p. m., 5:35 p. m. Hulton—Leaves 7:50 p. m.; arrives 9:20 p. m. Sunday trains—Buffalo express—Leaves 8:12 a. m., 5:50 p. m.; arrives 7:05 a. m., 6:35 p. m. Emilenton—Leaves 9:05 a. m.; arrives 9:18 p. m. Braseburn—Leaves 9:00 p. m.; arrives 9:18 p. m. Braseburn—Leaves 9:00 p. m.; arrives 7:10 p. m., Pullman parior buffet car on day trains and Pullman sleeping car on night trains between Pittsburg and Buffalo. Ticket offices, No. 1:07 71th avenue and Union station.

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

RAILBOADS.

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

Northwest System-Fort Wayne Route

Northwest System—Fort Wayne Route
Durant for Chicago, points intermediate and beyond:
*1.20 a.m., *7.19 a.m., *12.20 p.m., *1.00 p.m., *8.45
p.m., 111.30 p.m. Arriva from same points: *12.05
a.m., 11.30 p.m. Arriva from same points: *12.05
a.m., 11.30 p.m. *6.05 a.m., *6.55 a.m., *5.56 p.m.,
*6.45 p.m.

Durant for Toledo, points intermediate and beyond:
*17.10 a.m., *12.20 p.m., *1.00 p.m., 111.20 p.m. Arriva
from same points: *11.15 a.m., *6.35 a.m., *6.45 p.m.

Durant for Cleveland, points intermediate and
beyond: *16.10 a.m., *7.10 a.m., *1.30 p.m.,
*11.05 p.m. Arriva from same points: *6.50 a.m.,
*15.55 p.m., *6.50 p.m., *6.50 p.m.

Durant for Marius Ferry, Bridgeport and Bellaire;
*6.10 a.m., *1.30 p.m., *1.55 p.r., *6.50 p.m.

Durant for New Cast' Eric Youngstown, Ashtabula, points intermediate and beyond: *17.20 a.m.,
*12.20 p.m. Arriva from same points: *1.25 p.m.,
*18.40 p.m.

DEPART for New Castle, Jamestown, Youngs and Niles, †3.45 p.m. Arrive from same poi 18.40 a.m.

DEFART for Youngstown, #12.20 p.m. ARRIVE for
Youngstown, #5.45 p.m.

Houthwest System-Pan Handle Route Southwest/System-Pom Handle Route
Defart for Columbus, Cincinnati, Indianapolis, St.
Louis, points intermediate and beyond: "1.10 a.m.,
"8.30 a.m., "8.45 p.m., "11.15 p.m. Arrive from same
points: "2.20 a.m., "6.00 a.m., "5.50 p.m.
Defart for Columbus, Chicago, points intermediate
and beyond: "1.10 a.m., 12.05 p.m. Arrive from
same points: "2.20 a.m., 18.95 p.m.
Defart for Washington, 16.15 a.m., 18.36 a.m.,
11.55 p. m., 18.30 p. m., 14.45 p.m. 4.55 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., 16.35 p.m.
Defart for Wheeling, "8.30 a.m., 112.05 n's.,
12.45 p. m., 16.10 p. m. Arrive from Wheeling,
18.45 a.m., 18.05 p.m., 16.50 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, Cincinnati, Indianapolis, Cleveland, Toledo and Chicago are ready for occupancy at Pittsburgh Union Station at 8 o'check p. m.

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

*Daily. tRz. Sunday. 1Ex. Saturday. TEx. Monday JOSEPH WOOD, E. A. FORD, General Passenger Agent. Cours! Hamager



*6 50, *3 00 a m, 11 10, *9 20 p m. For Connellsville, *6 50, *8 00, §8 30 a m, 11 10, 14 15, 15 00 and *9 20 p m. *9 20 p m. For Uniontown 26 50, *600, §8 30 a m 21 10, 24 15 and 25 0 For Mt. Pleasant, #550 and #500 a m; #1 m, #4 15 and #5 00 p m. For Washington, Pa., 7 20, \$8 10 and #9 30 a m., #40, #4 5, 7 30 p m. For Wheeling, 7 20, \$8 10 and #9 30 a m, #40, 7 30 p m. For Cincinnati and St. Louis, *7 20 a m and 7 30 p m.

For Cincinnati and 85. Louis, 7 30 s m and 7 30 p m.

For Columbus, 7 20 s m and 7 30 p m.

For Newark, 7 20 s m and 7 30 p m.

For Chicago, 7 20 s m and 7 30 p m.

Trains arrive from New York, Philadeiphia, daitimore and Washington, 42 20 s m, 73 30 p m. From
Columbus, Cincinnati and Chicago, 55 20 s m, 75 40
p m. From Wheeling, 78 50 and 710 45 a m, 74 45
p m. From Wheeling, 78 50 and 710 45 a m, 74 45
p m. From Wheeling, 78 50 and 710 45 a m, 74 45
p m. Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago,

"Daily and Chicago, 70 and 70 45 a m, 74 45
p m. Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago,

"Daily and Chicago, 70 and 70 45 and 70 45
p m. The Pittsburg Transfer Company will call for
and check baggage from hotels and residence
upon orders left at B, & O, ticket office, corner
Fifth avenue and Wood street, and 659 Smithfield
street.

J. T. ODELL, General Manager, General Manager.

Gen. Pass. Agent.

DITTSBURG AND LAKE ERIE RAILEOAD I Company. Schedule in effect May 15, 1892. Central time. — DEPART—For Cleveland, "3,003. m. I.88, 4.20, "9.45 p. m. For Cincinnati, Chicago and Mt. Louis: "1.56, "2.45 p. m. For Clininati, Chicago and Mt. Louis: "1.55, "2.45 p. m. For Buffalo, 8.00 s. m., 4.20, "9.45 p. m. For Salamanca, "8,00 s. m., "1.55, 9.45 p. m. For Salamanca, "8,00 s. m., "1.55, 9.45 p. m. For Salamanca, "8,00 s. m., "1.55, 9.58, 6.00, 11.93 a. m., "1.55, 33.30, "4.20, "9.45 p. m. For Salamanca, "8,50 s. m., "1.55, 9.70, "1.10, 1.20, 5.20, "9.45 p. m. For Charders, 15.30, 5.35, 6.00, 56.45, 7.00, 7.37, 7.55, 18.00, 8.30, 9.10, 11.20, 11.45 a. m., 12.10, 1.00, 2.00, 3.30, 4.05, 74.20, "4.25, 10.5 20, "8.00, 9.45, 10.00 p. m.

ARRIVE—From Cleveland, "5.20 a. m., "2.30, Form Salamance 15.20, "10.00 a. m., "12.30, 9.30 p. m. From Balamance 15.20, "10.00 a. m., "7.20 p. m. From Salamance 15

p. m. P., C. & Y. trains for Manafield, 7:37 a. m., 12:10, 1:05 p. m., For Esplen and Beechmont, 7:37 a. m., #105 p. m. For Pspan from Mansdeld, 7:21, 11:59 a. P. C. & Y. trains from Mansdeld, 7:21, 11:59 a. m. 2:37 p. m. From Beechmont, 7:31, 11:59 a. m. P., McK. & Y. R. R. — DEPART—For New Haven, 7:20 a. m., 7:20 a.

City Ticket Office, 639 Smithfield Street.

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

SAILING FROM NEW YORK:
S. S. Spaarndam, Saturday, July 9, 6 a. m.
S. S. Rotterdam, Wednesday, July 12, 3 a. m.
Steamers marked sait to and from Amsterdam;
all others to and from Rotterdam.
From pler foot of Piffth street, Hoboken.
First cabln, 45 and upward; second cabin, 44.
Reduced excursion tickets. Steerage at low rates,
For illustrated guide and passage apply to Joffth
J. M'CORMICE, 639 Smithfield street, LOUIS
MOESER, 616 Smithfield street, MAX SCHAMBERG & CO., 527 Smithfield street. CUNARD LINE—NEW YORK AND LIVER-POOL, VIA QUEENSTOWN—From Pier 40, North river. Fast express and mail service.

Servia, July 9, 5a. m. Servia, August 6, 3p. m. Etruria, July 18, 10a. m. Etruria, Aug. 13, 9a. m. Aurania, July 23, 5a. m. Aurania, Aug. 20, 3p. m. Umbria, July 20, 19a. m. Umbria, Aug. 20, 3p. m. Cabin passase. 200 and unward. Cabin passage, \$60 and upward, according to location; second cabin \$35 and \$40. Steerage tickets to and from all parts of Europe Scienage unders washing and street four rates, For freight and passage apply to company's office, 4 Bowling Green, New York, VERNON H. BROWN & CO., General Agents, or CHARLES P. SMITH, Third av. and Wood st., Agents for Pittsburg, Pa.

Pittsburg, Pa.

WHITE STAR LINE—
For Queenstown and Liverpool.
Royal and United States Mail Steamers.
Germanic, June 29, 9:30am "Majestic, July 27, 8:00am
Teutonic, July 6, 2p m Germanic, Aug. 32, 2p m
Britannic, July 13, 8a m Teutonic, Aug. 10, 5p m
Adriatic, July 20, 2:30pm Britannic, Aug. 17, 2P, M.
From White Star dock, foot of West Tenth street,
New York. From White Star dock, foot of West Tenth street, New York.

"Second cabin on these steamers. Saloon rates, \$60 and upward. Excursion tickets on favorable terms. Second cabin, \$40 and \$50. Steerage from or to the old country, \$50.

White Star drafts payable on demand in all the principal banks throughout Great Britain. Apply to JOHN J. MCCORMICK, \$39 Smithfield street, Pittsburg, or H., MAITLAND KERSEY, General Agent, 39 Broadway, New York.

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 Berlin, City of Chester. FROM NEW YORK:

City of Paris, Wednesday, June 29, 9:30 A. M. City of Chester, Wednesday, July 6, 3:50 P. M. City of New York, Wednesday, July 6, 3:50 P. M. City of New York, Wednesday, July 13, 8 A. M. For rates of passage and other information ap-INTERNATIONAL NAVIGATION COMPANY. Gen'l Agents, 6 Bowling Green, New York, of to J. J. McCORMICK, 639 Smithfield st., Pitte-ALLANLINE

BOYAL MAIL STEAMSHIPS,

GLASGOW to PHILADELPHIA VIA DERRY and GALWAY. The most di-rect routs from Scotland and North and Middle of Ireland. Middle of Ireland.

ACCOMMODATIONS UNSURPASSED.
Intermediate, \$30. Steerage, \$13.

TATE) SERVICE OF

NEW YORK and GLASGOW via Londonderry, every Fortnight.
July 14. State of Mebraska. 17. x
July 25. State of Nebraska. 130 7. x
Aug. 11. State of Nevada noon
Cabin, \$40. Second Cabin, \$50. Steerage, \$12.
Apply to J. J. McCORMICK, \$59 Smithfield st.

STATE SERVICE OF LINE. STEAMSHIPS.