ISLAND EARTHQUAKES

A Graphic Description of Disturbances Similar to That Which

HAS JUST COST 12,000 LIVES.

How Manifestations of This Nature Are Received in the Philippines.

AN EXPERIENCE NOT TO BE FORGOTTEN

In view of the destruction of a Pacific island with 12,000 people, reported by cable vesterday, an article by Rufus Allen Lane upon the Philippine Islands, with particular attention to earthquakes and eruptions, in the August Cosmopolitan is of particular interest just now. In it he says:

During a residence of 18 years in these islands, my experience covered almost everything in the way of natural and civil disturbances properly belonging to them per se, such as earthquakes, typhoons, thunder storms, epidemics of cholera and fever, attempts at insurrection against Spanish rule or the Catholic clergy, receptions of foreign and native princes, etc.

Of them all, perhaps my recollections of the earthquake year, 1880, are the most vivid. These islands have suffered very severely at different times from earthquakes, the most notable in Manila being in 1645, in 1863 and in 1880, when there was immense destruction to property and very considerable loss of life.

Nothing to Foretell an Earthquake. There is absolutely nothing that foretells

the approach of an earthquake, its duration or severity; nor can it be looked for more at one season than another, daytime than night, unpleasant or sunshiny weather; there is no certainty that one shock may not be followed by others, lighter or worse; or, on the other hand, that the shock may not be the only one for months, and per

baps years.

During the 11 years of my residence in Manila, up to July, 1880, we had at intervals had shocks innumerable, but none of sufficient importance to do any serious damage to property or person, although some lasted 20 and 30 seconds—quite long enough to make it seem wise to run out from under a roof or from near walls into the open squares, without waiting to arrange your costume or to care for what you were leaving in the house behind you. You are always conscious that you do not know what may be coming-for while the shock may cause nothing but a harmless fright, it may just as likely be a terrible destruction and result in leveling every building in the vi-

In 1880 we had been remarkably free from earthquakes for some time; but about the 15th of July there was a slight shock of short duration, followed by none until three days later. The 18th tell on a Sunday. At that time I lived in a very large house on the banks of the river Pasig; it was built of stone and timber, with a heavy roof of tiles, and had a large open veranda the whole length of the house on

" hile Sitting at Table.

This Sunday noon we were at table; we had finished our tiffin, or midday meal, and were chatting over our coffee and cigars; we were seven in number, if I remember right, two Englishmen and five Americans. The day was beautiful and cloudless, the heat being tempered by a cooling sea-breeze, and by the punka swung lazily over our heads. Our conversation was sharply broken in upon by the ominous rattle of the

glass pendants to the chandeliers.
"Earthquake!" said one quietly. Another began to rise from the table, and all looked attentive. "It anything," said the first. "It won't amount to

"Well, I guess I won't take any chances," vanished toward the stairs. The servantsnatives—on the first intimation had bolted for the open air in a body. By this time the whole house was shaking like a cage in hands of a strong man, and we had all left the table and started for the stairway. I, being seated at the foot of the table farthes from the way to the stairs was the last to get out of the room, and in the corridor l met some of my friends coming back, who shouted to me, through the din and the dust, "You can't get down; the walls of the stairway are falling in." By this time a part of the roof was in, and a timber had tallen and broken the back off the chair that I had a few seconds before vahouse was groaning; furniture, lamps, plas-ter and brick walls were falling, glass was breaking, tiles and timbers were coming through from the roof, and the dust was very dense. We turned into the first open door in a flock, and found ourselves in a bedroom—the movement of the earthquake shut the door through which we had come and jammed it. "Rats in a trap!" someone said. We pushed on as well as we could to or, but it was like walking on the deck of a vessel in a very heavy seaway. This door opened on the veranda over the river, but it was closed fast and not to be started. A sudden lurch, caused by the carthquake, swung the door out and we stood in the open passage for a second, holding to the sides and to one another to keep our footing.
Incidents of the Earthquake.

We were four together at this time; the other three had scattered, one getting salely downstairs and out into the garden, and two seeking refuge in another part of the house upstairs. These were in quite as bad a plight as ourselves, as we found out upon comparing notes later. The floor upon which we four stood was of tiles and was working open beneath our feet, showing the ground and the stables at least 15 feet below us. Meanwhile the fearful din was kept up all around, above and below us, and it was hardly possible to maintain an upright position. Across the river on the island opposite we saw the tiled roof of the sanitarium fall off, not in, but as snow slides off; then the roof timbers dropped inside the stone walls, which stood up long enough to receive them; they in their turn collapsed and fell upon these timbers. "God!" groaned somebody, breaking our

own silence, and at the same instant our number rushed out upon the veranda intending to jump into the river 30 feet below, but a portion of our own root fell and knocked him down. A second's pause in the earthquake let us rush to his rescue, but before he could be brought in another shock loosened the roof timbers, some of which fell and pinned the unfortunate man down, breaking his arm and badly cutting his head. Another cessation allowed us to get our friend out, and this time we all got safely downstairs and into the open ground in front of the house, when another and final shock, that seemed to finish what was left to destroy, came and terminated the earthquake.

My own sensations during this time were chiefly of impatience-impatience for the carthquake to stop and let me out of my perfectly helpless position, or else to bring the threatened annihilation upon us without further suspense. For days the earth was in a constant state of movement, though generally so slight as to be unnoticeable, but every now and then a decided shock would send people flying into the street at any time of the day or night. The stone and brick houses suffered severely, and many of the churches were completely ruined. The people took to living in na-tive huts, which sway with the movements of the earthouse without bracking days. of the earthquake without breaking down, or in tents; the barracks were in ruins and the troops encamped in the open squares. Mass was celebrated there, and every evening for weeks religious processions took place in the streets, when images of the saints were carried about and prayers were chanted with the hope that this period of terror might pass without further calam-

A second very severe shock occurred on the Tuesday tollowing, and this caught me

Land to the territory

in my office, but so much damage had al-ready been done that there was little for this to do beyond precipitating the downfall of ruins. As one time on this afternoon, as registered by instruments in the possession of the Jesuits, the movements of the earth showed erections upon its surface to be more than 45° off the perpendicular line.

A Description of the Shocks. Besides waves and oscillating movements there were shocks from below upward, and these latter were the most destructive, as they invariably loosened the keystones of arches and caused structures secure from

any other motion to fall.

The City of Manila proper is surrounded by a heavy wall of solid masonry from 200 to 300 years old. There are six gates, arched over by the main wall, and one of these arches was destroyed as destroyed as destroyed as destroyed to the street of the second a destruction in a moment that would have taken engineers days and dynamite to

have accomplished.

Neither the shock of Sunday or Tuesday. which I have described, was over 40 seconds in duration. There was a considerable loss of life from falling walls and buildings, and the damage of property ran into the millions of dollars. The physical effect of these earthquakes was in some cases nausea in human beings; quadrupeds lay down wherever they might be, and fowl took wing and endeavored to stay in the air. A number of volcanoes that had lain dormant for years became active, and this was re-garded as a good sign, as they are looked upon as a vent for the internal disturbances

the earth. The walled city of Manila, to which I have alluded to above, has a population of about 23,000, but after the shock of Tuesday t was in reality deserted; no carriages wer allowed inside the walls for fear of knockto walk through its narrow streets then at any hour, and note the abandoned shops, offices and houses, some left in such haste that doors were not even closed, while furniture and household goods none while furniture and household goods nonthought of taking. The only sign of lite in the streets was here and there a melncholy, half-starved cat, perhaps, and the silence of the grave was over all.

FOUND A PETRIFIED MAN.

Relic of a Prehistoric Race Un South Dakota

Hor Springs, S. D., July 18 .- One of the most wonderful discoveries ever recored in the hills was made a few days ago by some parties about 10 miles north of here, near Wind Cave. They were prospecting in the hills, and coming down into a ravine, saw what appeared to be a fossil of some kind. similar to those found down in the Bad Lands east of here. They proceeded to un-earth it, and, to their great astonishment, found it to be the petrifaction of a man. The specimen is that of a young man from 25 to 30 years of age, well formed and fully developed physically. In height it is 6 feet
11% inches, and belongs to the dollchocephalous or round-headed race of human beings. The head is 213%
inches in horizontal circumference
and 271% in vertical circumference
over crown and ears and under the chin over crown and ears and under the chin The forehead recedes very much; the nose is slightly squiline and broad. The lips are rather thick and the chin and cheek bones well formed. The neck is 10 inches in circumference, the chest 35% inches, the hips 38¼, the biceps 13¾ inches and the length of the arm from shoulder to elbow is 16 and from the elbow to the middle of the digit is 2014, making the length of the arm

The hand is long and narrow; the middle digit is 414 inches long. The leg at its junction with the body is 2114 inches, the knee 15 and the cuif 15. The foot is 1014 long and 10½ inches in circumference at the instep. The left arm is brought down the side, with the hand resting on the abdomen. The right arm has disappeared about three inches from the shoulder, and it certainly appears to have been lost prior to the inter-

The lips and eyes are closed. On the left arm, extending four inches above and three inches below, is what appears to be a huge scar. The skin is perfect in its minute lines, and, except a few pock marks, probably d by insects, is absolutely periect

FATTENED ON JEWELRY.

A Colored Man's Obesity Caused by Smug-

gling \$30,000 Worth of Diamonds. NEW YORK, July 18.-Among the passengers who arrived on the steamship Philadelphia from Venezuelan ports yesterday was a full blooded negro whose suspicious obesity attracted the attention of Revenue Inspector George H. Forrard. When the colored man reached the pier Mr. Forrard invited him into a private office and proceeded to make an investigation. The result was a discovery of jewelry outranking any in re-cent years and worth fully \$30,000. The arrival of delectives from police headquarters in quest of the negro a few minutes later added still more to the importance of the negro's capture. The detectives were Freel and Dolan. They had gone to meet the Philadelphia at the order of Detective Sergeant Bird, who had sent them on the mission in compliance with a request received by telegraph from the Chief of Police of Caracas.

The Federal officials having secured the

negro first as a suspected smuggler, the de-tectives were compelled to await their turn. Meantime the examination of the colored man, who said his name was H. J.

Backus, was continued and with remarkable results. The negro was so frightened that his teeth chattered. He was at a loss what to say, and when atterward he said he had tried to smuggle the jewelry for Mme Maud Leroy, a passenger on the Phila del-phia, no one believed him. Mme. Leroy indignantly denied the charge and showed her own trunk filled with jewels to prove she wasn't smuggling any.

VANDERBILT FACES DEATH.

He Narrowly Escapes Being Killed by Train While on His Way to Church.

MANCHESTER-BY-THE-SEA, MASS., July 18.-Mr. Cornelius Vanderbilt and his guest, the Rev. Mr. Green, had a narrow

escape from death by the cars yesterday.

Mr. Green was to preach at Emanuel
Church; and was driving there with Mr.
Vanderbilt in the latter's carriage.

Just as the horse reached the railroad
crossing, near Sunset Rock, a train dashed
up. Mr. Vanderbilt called to his coachman
to stop, but the coachman could not do so in
safety, and lashed his horse with the whip. The animal sprang forward, and cleared the track just in time to save the wheels from

HYDROPHOBIA AFTER THREE YEARS.

A West Virginia Victim of Rables Bites His Brother and His Wife,

PARKERSBURG, July 18.—[Special.]— Washington Morrison, a well-to-do land owner of Tyler creek, in Cabell county, is dying of hydrophobia. Morrison was bitten by a dog about three years ago, but, as the wound rapidly healed and no evil effects followed, no fear was felt until a few days ago, when he suddenly showed signs of

Since then he has become violent, and has bitten his brother and his wife. He is now strapped down to keep him from doing further violence. No hope is felt for his

recovery. THE FOUR-LEAGUE LIMIT.

It Is Not Recognized by International Law Says the Ottawa Authorities.

OTTAWA, ONT., July 18 .- The Government has received an official report of the seizure of the scalers' supply steamer Coquillam in Alaskan waters by the United States revenue cutter Corwin.

The ground assigned for the seizure is

that the vessel transferred goods within the four-league limit, but as no such limit of jurisdiction is recognized by inter-national law it is expected that the Government will strongly oppose the United States' contention.

Are Making a Big Hole in the Stocks Now Held Above Ground.

SALES OF PROPERTY REPORTED.

The Crescent Iane Changed From Five to

Eix Inches in the East. ONE LIGHT WELL IN AT M'DONALD

There is a heavy shipment reported by the various pipe line companies during the present month; and the runs are not of sufficient volume to form any appreciable offset. This state of affairs is glad tidings to the producers, who hope it may continue until a big hole is made in the stocks, when they expect to get a better price price for their product. The shipments will likely continue heavy until the end of September If another McDonald field is not discovered If another McDonald field is not dis and there is not a sign of one in sight, the anticipations of the producers may become

and there is not a sign of one in sight, the anticipations of the producers may become a reality.

One sale of oil property was consummated yesterday and several big ones are in the air. The lease of the Salisbury farm, a mile east of Slatersville, containing 240 acres, was purchased by the Murphy Bros, of Washington, Pa., for \$10,000, from F. Sandeck.

Mr. Sandeck went to Sistersville last winter, and after looking over the ground, concluded that it was a good place to invest and leased the Salisbury property. It cost him about \$500. McFadden & Co.'s 100-narrel well on the Thistle farm, joins it on the north. There are no wells on the Salisbury farm.

There is a big deal on the tapis in the Noblestown pool. The probable purchasers are New York parties. They have been examining the property and gauging the wells for several weeks, and the chances are the papers will be closed before the end of the present week.

The Creacent nine line, which W. L. Mel-

pers will be closed before the end of the present week.

The Crescent pipe line, which W. L. Mellon is building from McDonald to Marcus Hook, below Philadelphia, will not be a 5 inch line all the way through as at first intended. From Shade Gap, in Tuscarowa Mountain, to Marcus Hook it will be a 6 inch line. About 150 miles of the 5 inch pipe from McDonald east has already been nut down. They are pushing it with remarkable speed, and may be sending oil to be seaboard by October I.

McDonald is Frentie.

McDonald is Erratic. The McDonald field has been acting erratically in the last three days. The estimated production for Friday was 23,000 barrels. For Saturday it was given out at 21,000 and Sunday it went up to 21,500. The aggregate hourly production of the wells, making over 20 barrels an hour, is 210 barrels for Sunday, while it was only 175 Saturday.

The Oakdale Oil Company's No. 2 Morgan was agitated and increased from 25 to 30 barrels an hour. Since Friday the Woodland Oil Company's No. 2 Crawford and Forst & Greeniee's No. 3 McMurray have fallen from 45 to 30 barrels an hour. The Oakdale Gas Company's No. 1, on the Robb acre, has dropped from 40 to 30 an hour.

J. M. Guffey & Co.'s No. 2, on the J. C. McMichael farm, is almost through the fifth sand, and showing for a very small well.

The Devonian Oil Company expected to get the fifth sand last night in its No. 1 on the Nancy Kelso farm located in the southern part of the McCurdy field.

The Forest Oil Company's No. 2 Robert Wallace, which was light in the Gordon, and its No. 3 on the Mrs. Campbell are being drilled to the fifth, and may reach that formation this morning. The same company is getting ready to start a well on the Campbell heirs' furm.

Greeniee & Forst's No. 6 Marshall is due in the sand Thursday, and No. 2 Kirk is expected in the Gordon Saturday.

The Devonian Oil Company is casing its No. 2 McDonald Bros., and is in the salt sand at No. 3 on the W. B. Moorhead. Its No. 1 on the Sistersville, is due this week. No. 2 on the same lot is now drilling. They are also drilling on another Wells farm. cally in the last three days. The estimated eduction for Friday was 23,000 barrels

the same lot is now drilling. They are also drilling on another Wells farm. Patty, Jones & McDonald's No. 1 Whetten, at Sistersville, is expected to reach the sand

The hourly gauges of the larger wells yes erday were as follows: Meise No. 1, Lynch & Co., 20; Morgan No. 2, Oakdale Oil Company, 30;

Robb No. 3, Fiorence Oil Company, 20; Sinclair Oil Company, 20; Sinclair Oil Company's No. 1, 35; Crawford No. 2, Woodland Oil Company, 30; Campbell No. 2, Forest Oil Company, 20, Forst & Greenlee's No. 3 McMurray, 30; Oakdale Gas Company's No. 1 Robb, 30. The estimated production was 21,500; stock in the field, 53,000. Runs and Shipments National Transit Company runs on 16th, 30,671; shipments on 15th, 11,127.

Southwest runs, McDonald division, on the 16th, 20,614. Outside of the McDonald, 6,266. Buckeye Pipe Line, Macksburg division, 1,500. Lima division, runs 15th were 53,060; shipments, 51,223. Eureka Pipe Line, 10,169; shipments, 11,235. Eureka Pipe Line, 10,169; shipments, 11,235. New York Transit shipments, 36,619. Southern Pipe Line shipments on the 15th were 11,317; the 16th, 31,347. The runs of the N. T. Co. Sunday were 4,934; shipments 16th and 17th, 33,344. Southwest runs from McDonald Sunday were 15,484; outside of McDonald, 175. Buckeye runs, Macksburg division, 1,575; shipments, 337. Lima division runs, 7,613. Eureka runs, 6,948. Southwest runs, McDonald division, on the

587. Talaha truns Saturday and Sunday were 5,306: total, 55,299; average, 5,252. Shipments Saturday, 22,661; total, 133,772; average, 7,863.

The Oll Market,

Range of the August option: Opening 52½c; highest, 52¾c; lowest, 52¾c; elosing, 52¾c; highest, 52¾c; lowest, 52¾c; elosing, 52¾c; Refined oil—New York, 6e; London, 4½d; Antwerp, 18¾d; Bremen, 5.75.

OIL CITY, July 18—National Transit certificates opened at 52½c; highest, 52¾c; lowest, 52¾c; closed, 52¾c; sales, 34,000 barrels; clearances, 74,000 barrels; shipments, 149,718 barrels; runs, 103,203 barrels. ances, 74,000 barrels; shipments, 149,718 barrels; runs, 105,203 barrels.

New York July 18.—The petroleum market opened steady, moved up ½c, then declined ½c and closed steady. Pennsylvania oil, spot sales, 10,000 barrels; at 52%c. August, option sales, 1,900 barrels; opening, 52%c. highest, 53%c: lowest, 52½c; closing, 52%c. Lima oil, no sales. Total sales, 29,000 barrels.

SAW HIS WIFE DROWN.

The Sad End of a Pleasure Party on the Delaware River.

GLOUCESTER, N. J., July 18 .- Matthew Murray, his wife, Mary E. Gallagher and William Martin, all of Philadelphia, hired a skiff last evening and started for a row on the Delaware river. The swell of a passing steamboat frightened the women and they sprang to their feet, and losing their balance

The tide was running swiftly and they were rapidly borne away from the boat. The men became confused and lost control of the boat, which drifted away from the struggling women. Finding that he could not make any progress with the oars, Mur-ray jumped into the water and swam toward his wife. Before he reached her, however, she and Miss Gallagher sank and were drowned. Murray was rescued by a boat

JAMES GETTY & CO.,

180 FIRST AVENUE. PITTSBURG, PA.,

Have received a stock of the celebrated O. F. C. Whiskey, manufactured by the George T. Stagg Co., Frankfort, Ky., and which is becoming popular and is being so generally used by connoisseurs throughout the land. The special and distinctive qualities of this famous whiskey are its delicate flavor, absolute purity and great age. There is not a single bottle of O. F. C. which is not at least ten years old. This gives an added richness to its already superior flavor. It certainly is not surprising that it has become so popular and is being called for so generally by the better classes.

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THE MENTONE Ocean end of South Carolins av. U. B. STUART.

THE EDGEWATER. Under present management 10 years. E. D. PARKINSON.

Ocean end Pennsylvania avenue, Atlantic City, N. J. F. W. LEHMAN & CO. THE MELROSE-Arkansas av., half square

from beach. Rates \$1 25 to \$1 50 per day, \$7 to \$10 per week. C. H. HUDNUT. HOTEL MONTEREY, Atlantic City, N. J. Ocean end of New York av. Cool situation. All comforts. Excellent table. E. K. NEWCOMER. THE ARGYLE, Atlantic City; ocean end of Connecticut avenue; now open. Circulars at Dispatch office. S. M. FERGUSON, LYDIA M'C. CRAWFORD.

HOTEL BRUNSWICK, Pacific near Tennessee ave.; new and first-class in all its appointments. CHARLES C. MURRAY, late of Colonnade Hotel, Philadelphia.

HOTEL BERKELEY, formerly Acme, EXTREME OCEAN END OF KENTUCKY AV. Opens June 15. New management. Enlarged. Newly furnished. Electric pells. Terms moderate. JAS. & GEO. BEW.

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Three minutes' walk from bathing grounds.
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American and European plan cafe attached
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A First-Class Hotel, Will open June 4th and remain open until October 1st. F. THEO. WALTON,

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PARKER HOUSE, Sea Girt, N. J., directly on ocean front. Woods in rear. Gas and electric bells. All modern improvements. Thirteenth season. Open all the year. THOS. DEVLIN, Prop.

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county, Ps.

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LEAVE YOUR RENT COLLECTING WITH US. We make this a special feature of our BLACK & BAIRD,

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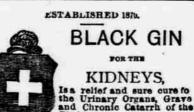
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At 50c s Quart. PURE OLD RYE WHISKIES From \$1 to \$1 50 Per Quart.

All Goods Guaranteed as Represented. G. EISENBEIS. (Successor to H. P. Schwartz,) WHOLESALE AND RETAIL DRUGGIST.

113 FEDERAL ST., Allegheny, Pa. Established 1836 Tel. 3016, jy12-55-rurhsu ESTABLISHED 1874.



Bladder. The Swiss Stomach Bitters TRADE MARK Liver Complaint and every

TRADE MARK Liver Complaint and every species of indigestion.
Wild Cherry Tonic, the most popular preparation for cure of Coughs, Colds, Bronchitis and lung troubles.

Either of the above, \$1 per bottle, or \$ for \$6. If your druggist does not handle these goods write to WM. F. ZOELLER, sole M'fr Pittsburg, Pa.

JAS. M'NEIL & BRO., BOILERS, PLATE AND SHEETIRON WORK. PATENT SHEET-IRON ANNEALING BOXES.

With an increased capacity and hydraulio machinery, we are prepared to furnish all work in our line cheaper and better than by the old mathods. Repairing and general machine work. Twenty-ninth street and Allegheny Valloy Railroad. felc-60-rrs DITTSBURG AND LAKE KRIE RAILROAD Company. Schedule in effect May 15, 1892, Central time.—DEPART—For Cleveland, 8,00a.m., 1.88, 4.20, 79.48 p. m. For Clucinnati, Chicago and Ri, Louis; *1.55, 79.49 p. m. For Buffalo, 8.00 a.m., 4.20, 79.48 p. m. For Salamanca, 8.00 a. m., *1.85, 4.20, 79.48 p. m. For Salamanca, 8.00 a. m., *1.85, 79.48 p. m. For Solamanca, 8.00 a. m., *1.85, 8.30, *4.20, 79.48 p. m. For Selamanca, 8.00 a. m., *1.85, 8.30, *4.20, 79.48 p. m. For Selamanca, 8.00 a. m., *1.85, 2.31, *4.20, 5.20, 79.48 p. m. For Chartiers, \$5.20, 5.23, *4.20, 5.20, 79.48 p. m. For Chartiers, \$5.20, 5.23, *4.20, 5.20, 79.48 p. m. For Chartiers, \$5.20, 5.23, *4.20, 5.20, 79.49, 19.49, 19.00 p. m. 12.50, 5.11, 71.49 a. m., 12.20, 1.00, 2.00, 2.30, 4.05, 74.20, *4.25, 5.10, 5.20, 74.00, 79.45, 19.00 p. m. From Buffalo, *5.20 p. m. From Chereland, *7.20 p. m. From Buffalo, *5.20 a. m., *12.20, 2.20 p. m. From Salamanca, *5.20, 79.00 a. m., *71.20 p. 2.30 p. m. From Buffalo, *5.20 a. m., *12.20, 2.30 p. m. From Salamanca, *5.20, 79.20 a. m., *12.20, 2.30 p. m. From Salamanca, *5.20, 79.20 a. m., *12.20, 2.30 p. m. From Salamanca, *5.20, 79.20 p. m. *10.20 a. m., *12.20, 5.35, 77.20, 9.30 p. m., *12.20, 5.30, 77.20, 9.30 p. m., *12.20, 9.30 p. m., * DITTSBURG AND LAKE ERIE BAILBOAD

p. m. P., C. & Y. trains for Manadeid, 7:37 a. m., 12:10, 1:06 p. m. For Espien and Beechmont, 7:37 a. m., 105 p. m. For Esplen and Beechmont, 7:37 a. m., 1:05 p. m. P., C. & Y. trains from Mansfield, 7:31, 11:59 a. m., 2:37 p. m., From Beechmont, 7:31, 11:59 a. m., 2:37 p. m., From Beechmont, 7:31, 11:59 a. m., P., Merk, & Y. H. R., DEFARTF-FOT New Haven, 7:00 a. m., 7:00 b. 1:20 a. m., 7:00 b. 1:25 p. m. For West Newton, 7:30 a. m., 7:07 p. M. From New Haven, 7:00 a. m., 7:07 p. m., From West Newton, 6:35, 79:00 a. m., 7:07 p. m., From West Newton, 6:35, 79:00 a. m., 7:07 p. m., From West Newton, 6:35, 79:00 a. m., 7:07 p. m., From West Newton, 6:35, 79:00 a. m., 7:07 p. m., From West Newton, 6:35, 79:00 a. m., 7:07 p. m., From West Newton, 6:35, 79:00 a. m., 7:07 p. m., From West Newton, 6:35, 79:00 a. m., 7:07 p. m., p. m.
For McKeesport, Elizabeth, Monongabeta City
and Belle Vernon, %140, 11:05 a, m., %100 p. m.
From Belle Vernon, Monongabeta City, Elizabeth and McKeesport, 7:04 a, m., 12:35, %105 p. m.
Dally Sundays only, To and from New Castle only.

tie only. City Ticket Office, 639 Smithfield Street.

BAILROADS.

PENNSYLVANIA RAILROAD. IN EFFECT JUNE 12th, 1802.

Trains will leave Union Station, Pittsb:

MAIN LINE EASTWARD.

Pennsylvaula Limited of Pullman Vestibule Cars daily at 7:15 a. m., arriving at Harrisburg at 1:35 p. m., Philadelphia 4:45 p. m., New York 7:00 p. m., Balitmore 1:40 p. m., Washington 5:35 p. m. Keystone Express daily at 1:20 a. m., arriving at Harrisburg 8:25 a. m., Balitmore 11:15 a. m., Washington 12:20 p. m., Philadelphia 11:25 a. m., New York 2:00 p. m., Philadelphia 11:25 p. m., New York 2:00 p. m., Philadelphia 1:25 p. m., New York 4:00 p. m.

Harrisburg Accommodation daily, except Sunday, 5:25 a. m., arriving at Harrisburg 2:00 p. m., Philadelphia 1:25 p. m., Day Express daily at 8:00 a. m., arriving at Harrisburg 3:20 p. m., Philadelphia 6:50 p. m., New York 9:35 p. m., Baltimore 6:45 p. m., Washington 8:15 p. m.

Mail train Sunday only, 8:40 a. m., arrive Harrisburg 7:00 p. m., Philadelphia 10:55 p. m.

Mail Express daily 12:50 p. m., arriving at Harrisburg 10:00 p. m., connecting at Harrisburg for Philadelphia Express daily at 4:20 p. m., arriving at Harrisburg 1:00 a. m., Philadelphia 4:25 a. m., and New York 2:10 a. m., Philadelphia 4:25 a. m., and New York 2:10 a. m., Philadelphia 4:25 a. m., and New York 2:10 a. m. Mail Express daily 12:20 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., Philadelphia 4:25 a. m., and New York 7:10 a. m., Philadelphia 4:25 a. m., and New York 7:10 a. m., Philadelphia 5:05 a. m., washington 7:30 a. m., Philadelphia 5:05 a. m., and New York 7:40 a. m., Philadelphia 5:05 a. m., and New York 7:40 a. m., Philadelphia 5:05 a. m., New York 7:40 a. m., Philadelphia 5:05 a. m., New York 7:40 a. m., Philadelphia 6:50 a. m., New York 7:40 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Express 1:10 0 a. m., 12:50 p. m., Indoor of Brooklyn Annex, for Brooklyn, N. I., 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, 10:20 p. m. Sundays. Greensburg Express 5:15 p. m., except Sunday. Derry Express 11:00 a. m., except Sunday. 11:10 a. m., 12:15, 12:50, 1:20, 1:20, 1:20, 1:20, 2:20

Uniontown 5:25 and 8:35 a. m., 1:20 an m, week-days. MONONGAHELA DIVISION. For Monogahela 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 Sunday, 8:35 a. m. and 1:01 p. m. For Monongahela City only, 1:01 and 5:50 p. m. week-days. Dravosburg Accom. 6:00 a. m. and 2:20 p. m. week-days. West Elizabeth Accom. 6:35 a. m., 4:15, 6:30 and 11:35 p. m. Sunday, 9:40 p. m.

D. M.
WEST PENNSYLVANIA DIVISION.
ON AND AFTER JUNE 20, 1692.
From FEDERAL STREET STATION, Allegheny
City:-City:—
For Springdale, week-days, 6:20, 5:45, 9:25, 10:40,
11:50 a. m., 1:30, 2:25, 4:00, 5:00, 5:45, 6:10, 6:20,
8:10, 10:30, and 11:40 p. m. Sundays, 12:85 and
9:30 p. m.
For Butler, week-days, 6:20, 8:45, 10:40 a. m., 3:15
and 6:10 p. m. and 8:10 p. m.

For Freeport, week-days, 8:55, 8:45, 10:4 a. m., 2:15, 4:50, 5:00, 8:10, 10:30 and 11:40 p. m. Sundays, 12:35 and 9:30 p. m.

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

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

4:20 The Excelsior Baggage Fxpress 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 ave
nue, corner Fourth avenue and Try street and

Union station, CHAS. E. PUGH, General Manager, Gen'l Pass'r Agent, From Pittsburgh Union Station. ennsylvania Lines. 1rains Run by Central Time. Northwest System-Fort Wayne Route

Northwest System—Fort Wayne Route
Depart for Chicago, points intermediate and beyond:

1.20 a.m., *7.10 a.m., *12.20 p.m., *1.00 p.m., *8.45
p.m., 11.30 p.m. Arrive from same points: *12.05
a.m., \$1.15 a.m., *6.00 a.m., *6.35 a.m., *6.55 p.m.,

6.45 p.m.

Depart for Toledo, points intermediate and beyond:

7.16 a.m., *12.20 p.m., *1.00 p.m., 111.20 p.m. Arrive
from same points: \$1.15 a.m., *6.35 a.m., \$6.45 p.m.

Depart for Cleveland, points intermediate and
beyond: \$1.00 a.m., *7.10 a.m., \$1.30 p.m.,

*11.05 p.m. Arrive from same points: *6.50 a.m.,

11.55 p.m., *5.55 p.m., *6.50 p.m.

Depart for Martins Ferry Bridgeport and Bellafre:

†6.10 a.m., \$1.30 p.m., \$1.10 p.m. Arrive from same
points: \$9.00 a.m., \$1.55 q.; \$1.50 p.m.

Depart for New Cast!

Eld Youngstown, Abitabula, points intermediate and beyond: \$1.20 p.m.

18.40 p.m.

Depart for New Castle, Jamestown, Youngstown
and Niles, \$1.45 p.m. Arrive from same points:

18.40 a.m.

Depart for Youngstown, *12.20 p.m. Arrive from

Depart for Youngstown, *12.20 p.m. Arrive from

Depart for Youngstown, *12.20 p.m. Arrive from

Southwest System-Pan Handle Route Southwest System-Pom Handle Route
DREART 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.

DREART for Columbus, Chicago, points intermediate
and beyond: "1.10 a.m., †12.05 p.m. Arrive from
same points: "2.20 a.m., †8.05 p.m.

DREART for Washington, †6.15 a.m., †8.35 a.m.,
†1.35 p. m., †8.30 p. m., †4.45 p. m. 45.60 p. m. Arrive
from Washington, †6.55 a.m., †7.50 a.m., †8.50 a.m.,
†10.25 a.m., †2.35 p. m., †6.37 p. m.

DREART for Wheeling, "8.30 a.m., †12.05 n.m.,
†2.45 p. m., †6.10 p. m. Arrive from Wheeling,
†6.45 a.m., †8.06 p. m. *5.50 p. m.

Minecial 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, Cindinatal, Indianapolis, Cleveland, Toledo and Chicago are ready for occupancy at Pittsburgh Union Station at 9 o'cbeck 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 Pensylvania Lines West of Pittsburgh.

*Padly. IEE. Sunday, IEE. Saturday, TEX. Monday.

*Daily, the Sunday, Inc. Saturday, The Monday JOSEPH WOOD, E. A. FORD, Scoral Hanager Soneral Famonger Ligne Seneral Pamenger Agent BALTIMORE AND OHIO RAILROAD. For Washington, D. Baltimore, Phil

C. Baitimore, Phil adelphia and New York, '5 00 a m and '520 p m. For Cumberland, '550, '8 00 a m. 11 10, '9 20 p m. For Connellaville,



For Connellaville, "6 50, "8 90, §8 30 a m, 11 10, 14 15, 25 00 and "9 20 p m. For Uniontown, 15 50, "8 00, §8 30 a m; 11 10, 14 15 and 15 00 For Mt. Pleasant, 2550 and 45 00 a m; 41 10, 44 15 and 45 00 p m.
For Washington, Pa., 7 20, 58 10 and 49 30 a m., 4 68, 14 45, 7 30 p m., 7 20, 18 10 and 49 30 a m., 4 00, 7 30 p m. 7 20 pm.
For Cincinnati and St. Lovis, 7 20 a m and 7 30

For Cincinnatt and St. Louis, 7 20 a m and 7 ap pm.
pm.
For Columbus, 7 20 a m and 7 30 p m.
For Newark, 7 20 a m and 7 30 p m.
For Chicago, 7 20 a m and 7 30 p m.
For Chicago, 7 20 a m and 7 30 p m.
Trains arrive from New York, Philadeiphia, Maitimore and Washington, 8 20 a m. 78 30 p m. From Columbus, Cincinnatt and Chicago, 78 50 a m. 78 40 pm.
From Wheeling, 78 50 and 710 45 a m. 74 15 77 50 and 78 40 m.
For the control of the contro J. T. ODELL, CHAS. O. SCULL, General Manager, Gen. Pass. Agent,

A LLEGHENY VALLEY RAILWAY CO.

A Taking effect June B. 1892, trains will leave and arrive at Union station, Pittsburg, 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., b:30 p. m. (arriving at Buffalo at 5:45 p. m. and 7:20 a. m., b:30 p. m.; arrives at 7:05 a. m., 5:25 p. m. oil City and Bullola express—Leaves 6:00 a. m., 8:20 a. m., 1:30 p. m.; arrives 1:00, 6:25, 10:20 p. m. Emelaton—Leaves 3:45 p. m.; arrives 1:00 a. m. Rittanning—Leaves 9:06 a. m., 5:00 p. m.; arrives 8:50 a. m., 12:50 p. m., 5:30 p. m., 15:30 p. m.; arrives 6:00 a. m., 12:06 p. m., 12:30 p. m., 12:30 p. m.; arrives 6:00 a. m., 12:30 p. m.; arrives 9:00 p. m.; arrives 9:20 p. m. Sunday trains—Buffalo express—Leaves 8:25 a. m., 8:50 p. m.; arrives 7:06 p. m.; arrives 9:20 p. m. Emlenton—Leaves 9:30 a. m.; arrives 9:30 p. m. Ethienton Leaves 9:30 a. m.; arrives 9:30 p. m. Rittanning—Leaves 9:30 p. m.; arrives 9:30 p. m. Rittanning—Leaves 9:30 p. m.; arrives 7:10 p. m. Pullman parlor buffet car on day trains and Pullman sleeping car on night trains between Pittsburg and Buffalo. Ticket offices, No. 110 Fifth avenue and Union station.

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

NEW ADVERTISEMENTS.

The Dress Goods and Silk Room is to be cleared on account of rebuilding. Much of it has been done. much more is to follow, let the loss

be what it may. All--about 50 INDIVIDUAL SUIT PATTERNS-Crepons, Scotch Suitings and Novelties, 6 to 7 yards in a pattern, 48 to 52 inch goods, that ranged in price from \$2 to \$4 50 a yard, all go to-day at one price,

75c a Yard.

The balance-about a dozen-\$50 and \$60 PARIS ROBES at \$20 each. And this ends our robe business absolutely for spring and summer 1892, Almost all the shelves contain of

Imported Dress Goods

Have been marked at two prices. They'll go, and that lively.

> 50 and 75c a Yard. At the rear of the store

IMPORTED TWO-TONED 50-cent

BEDFORD CORDS, 38 inches wide, at 25c a yard. Also at the rear of the store about 5 pieces assorted double width 50-

> cent all-wool suitings, 25 Cents.

NAVY BLUE STORM SERGES. Good ones, color right, 50 inches

75 Cents.

BOGGS & BUHL,

ALLEGHENY. jy18-2 STEAMERS AND EXCURSIONS O EUROPE-MAX SCHAMBERG & CO lines to the Continent, sell drafts, letters of credit and foreign coin; make cable trans-fers and procure passports. Established in 1866.

CUNARD LINE-NEW YORK AND LIVER-V POOL, VIA QUEENSTOWN-From Pler 40, North river. Fast express and mail service. Etruria, July 16, 10 a. m. Etruria, Aug. 13, 9 a. m. Aurania, July 20, 5 a. m. Aurania, Aug. 20, 3 p. m. Umbria, July 30, 16 a. m. Umbria, Aug. 20, 3 p. m. Servia, August 4, 3 p. m. Servia, Sept. 3, 2 p. m. Servia, August 4, 3p. m. |Servia, Sepii. 3, 2 p. m. Cabin passage, \$60 and upward, according to location; second cabin \$33 and \$40.

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

NETHERLANDS LINE FOR ROTTERDAM, PARIS AND LONDON, SAILING FROM NEW YORK: SAILING FROM NEW YORK:
S. S. Amsterdam, Saturday, July 15, 2:20 a. m.
S. S. Wertendam, Saturday, July 25, 6 a. m.
Steamers marked "sait to and from Amsterdam; all others to and from Rotterdam.
From pier foot of Fifth street, Hoboken.
First cabin, \$45 and upward; second cabin, \$41.
Reduced excursion tickets. Steerage at low rates,
For illustrated guide and passage apply to John
J. M'CORMICK, 629 Smithfield street, LOUIS
MOESER, 616 Smithfield street, MAX SCHAMBERG & CO., 527 Smithfield street.

jyll-D

WHITE STAR LINE—
For Queenstown and Liverpool.
Royal and United States Mail Steamers.
"Adriatic, July 20, 2:20pm Britannic, Aug. 17, 2 p.m.
"Majestic, July 27, 5:00 am "Majestic, Aug. 24, 5 p m
Germanic, Aug. 3, 2 p m Germanic, Aug. 31, noon
Teutonic, Aug. 3, 5 p m, Teutonic, Sept. 7, 4 p m
From White Star dock, foot of West Tenth street,
New York.
"Second cabin on these steamers. Saloon rates,
50 and upward. Excursion tickets on favorable
terms. Second cabin, \$40 and \$45. Steerage from
or to the old country, \$20.
White Star drafts payable on demand in all the
principal banks throughout Great Britain. Apply
to JOHN J. MCCORMICK, 639 Smithfield street,
Pittaburg, or H. MAITLAND KERSEY, General
Agent, 29 Broadway, New York.

my25-0 WHITE STAR LINE-

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

FROM NEW YORK: City of Chester, Wednesday, July 27, 8 A. M. City of Paris, Wednesday, Aug. 12, 129 F. M. City of Berlin, Wednesday, Aug. 10, 7 A. M. City of New York, Wednesday, Aug. 17, 1 P. M. For rates of passage and other information ap-INTERNATIONAL NAVIGATION COMPANY, Gen'l Agents, 6 Bowling Green, New York, or to J. J. McCORMICK, 629 Smithfield st., Pitta-burg. jy7-TIS

ALLANLINE ROYAL MAIL STEAMSHIPS, GLASGOW to PHILADELPHIA VIA DERRY and GALWAY. The most di-rect route from Scotland and North and Middle of Ireland. ACCOMMODATIONS UNSURPASSED.

STATE ALLAN LINE LINE. STEAMSHIPS. NEW YORK and GLASGOW via Londonderry, every Fortnight.

July 28. State of California L30 F. M
Aug. 11. State of Nevada noon
Aug. 25. State of Nebraska noon
Cabin, \$40. Second Cabin, \$30. Steerace, \$12.

Apply to J. J. Mocormick, \$39 Smithfield sa.



OFFICE OUTFITTERS. Office Specialty Co.

FOLMS REQUEST From Mrs.N.

FOLMS "When I begin your technisted by aliments that I could not leave the state of the state o

