ALL THROUGH TEXAS.

The Red River Proposition and Some of Its Possibilities.

DRIECT LESSONS IN THE WOODS.

lane Ore and Krebs Coke and the Output of Manganese.

JONEY IN GRAYSON COUNTY COTTON

DENISON, TEX., July 20.-This Red iver proposition is somewhat fascinating. last Tennessee and Alabama development evolutionized the iron-making industry. erhaps North Texas and the Indian Terriry present the conditions for another revution. There are men with money who ilieve it. They put you on a motor car, eam you out Woodlawn avenue two or ree miles through a natural park to a \$20,000 exposition building, in which there are several large object lessons.

Indian Territory coal stands in blocks 514 feet high. The blocks are segments of the coking vein. They do not take into account the overlying stratum of slack coal, which sells in Denison for \$1 a ton for steam pufposes. In the 5,000 square miles of the Choctaw coal field this 6-toot vein of coal lies at all dips and depths. Not satisfied with a straight vein of average depth, nature in the upheaval crowded the coal measures for the Indian until they outcropped and twisted and almost doubled on themselves. West of Coalgate white men have a leased tract from which they can take out 2,000,000 tons of this magnificent coal supply by stripping. They can put it on board the cars at the cost of \$1 50 a ton. That includes the royalty to the Indians as well as operation. There may be more economical coal mining somewhere else, but it is

Beside the segments from the vein, which are as high as the average man, stands a pyramid of coke reaching almost to the roof of the building. This coke is manufactured at Krebs. Every pound in the vein of 5½ feet cokes. And this coke can be laid down on Red river at a cost of about \$3 a ton.

Immense Chunks of Bessemer Ore. Flanking the coke pyramids are the coal blocks on one side, and on the other the 1,100-pound chunks of Bessemer ore from the great Llano vein of Texas. This ore weighs only a little less than metal of the same dimensions. It is 71 per cent metal. That is better than Lake Superior. The vein is most pronounced in the Liano country, but it extends northwest under Red river into the Indian Territory. Wherever the vein may be worked for the Red river proposition, the ore can be laid down at the place of appointed meeting with the coke at \$2 50 a ton. The fluxing crops out of the hills everywhere. With the allow-ance of \$1 a ton for labor and the interest on the capital the Red river proposition promises Bessemer pig iron at a cost of \$10 50 a ton. That same pig is now worth \$19 50 a ton. Coke and ore cost somewhere nearly double the figures which will put

them down on Red river.
Such are the terms of the proposition in which North Texas has great faith. The coal is just north of the river. Its coking quality is being proven in the zinc smelters of Missouri. The ore is on this side of of Missouri. The ore is on this side of the river. It is found in a vein 300 feet thick at Llano, and of less thickness from this north. It is 10 per cent higher in pure metal than Lake Superior ore. It contains less than three-fourths of 1 per cent of impurities. Those who have seen it tried say a horseshoe can be turned on a block of this ore the same as on an anvil. Whether the coke will go from the Territory to Llano or whether the ore will go from Llano to the Territory is only a size question of the most econtransportation. Perhaps the meeting place will be near Red river; that seems most dausible. If Texas ore and Indian Territory coke can turn out Bessemer steel at \$10 50 a ton, or anything like it, the dec-laration of steel independence may as well written now for the whole Southwest.

Fine Steel Bridges Everywhere,

Among the side tracks through the Indian Territory are strewn steel girders and trusses and arches. Every clumsy, old, wooden bridge on the Missouri, Kansas and Texas is being replaced by symmetrical steel. Last year the United States made 1,500,000 tons year the United States made 1,500,000 tons of steel and sold it to consumers for an average of \$31 a ton. In 1884 this same kind of steel cost the people of this country over \$100 a ton. It came from Germany and Great Britain at the rate of 600,000 tons of billets in a year. A duty of \$80 was put upon steel importation. This was the special clause. portation. This was the special clause in the tariff which President Cleveland

figures back of it, in which Texas has a tre-mendous interest. Economy in production is the problem of the American manufact-urer. It will send capital to the Red river within five years to prove just what there is in the object lessons of the Denison

The prophesy is coming true. J. H. Ralston, of Denison, is North now showing to a railroad management the expediency of run-ning a line to the greatest deposit of man-ganese in the United States. The ore lies in the Indian Territory, just west of the great Choctaw coal field. Ralston is the man who developed the Heela copper mine. He has uncovered and has in sight 209,000 tons of manganese. But the body is 20 miles from the nearest railroad. Between 600 and 700 tons of this manganese have been wagoned to the railroad and shipped to the Joliet Steel Works. The transaction yielded a snug profit, and the steel people were so well pleased with the sample that they tried to buy an interest in Mr. Ral-

Production on a Grand Scale.

Nature has grouped together in North Texas and the Indian Territory all of the but the pigs are not grouped together so as to be profitable handling. The plows un-cover them; and when the farmer attempts to handle them he finds he has something

to handle them he finds he has something entirely different from rock.

Heaped up near the natural pigs are collections of the queer-looking kidney or drop ore. Vast deposits of this ore have been found along the Red river side of the Indian Territory. They hardly enter into calculation with the more striking Bessemer ore and the manganese. Kidney ore, looking not unlike kidneys bunched together, requires charcoal treatment, and make charcoal pig. But this is a proposition not so interesting as the possible production of steel on a wonderfully reduced scale of cost

by the combination of the Bessemer ore and the Choctaw coke.

Big Cotton Mill at Denis Twenty-four hundred New Baglanders have put \$300,000 into a cotton mill at Den-Lockhart Iron Company's McCoy

Well Doing 13 Barrels an Hour. IT IS NORTHEAST OF M'CURDY.

Wells Drilling in the Fand Yesterday Were Showing Light.

T. W. PHILLIP'S BIG BUTLER GUSHER

effective in increasing the general output than the day before. No big wells were finished up, and the production of the McDonald field fell from

and vesterday the Eureka Oil Company's No. 2 on the Kelso farm was reported to be from 15 to 18 feet in the Gordon sand and no

The Forest Oil Company's No. 3, on the Mrs. Campbell farm, in the same region, was reported to be in the Gordon yesterday

count of a defective boiler, and No. 5, on the Campbell property, was on top of the Gordon last night.

of the File and Walker is shut down on account of some broken machinery, but may be drilled in this afternoon. The parties' No. 7 on the Wade farm is due to get in the

Siagle, Lenz & Fried's No. 2, on the Noble farm, was on top of the fifth sand yesterday and may get in to-day. S. S. Watson & Co. are starting a well on the Gibson five acres in Oakdale. The Wheeling Gas Company's No. 1, on the Patterson farm, near Venice, five miles south of McDonald, is in the 50-foot and a

The Wheeling has started a couple of wells on the Robbins farm, a mile and a half southwest of McDonald. No. 2 Robbins is located in the northeast corner of the farm and offsets Greenlee & Forst's No. 5, on the Gladden farm, but is 340 feet from the line, making a distance between the wells of

corner of the tarm, and 500 feet northeast from the Woodland Oil Company's No. 2, on the Crawford farm, which started off a few weeks ago at 50 barrels an hour. It is about 420 feet northwest from the same company's No. 1 on the Robbins farm. To-day a location will be made for No. 2 on the W. F. Woods by the Wheeling Gas

Company.
Patterson & Jones' No. 1 on the McGarr farm, a mile west of the old McCurdy farm, was reported to be in the sand yesterday afternoon and showing for a small well. New Fourth Sand Field Found.

Late last evening information was re-Late last evening information was re-ceived in Pittsburg that the well belonging to the Lockhart Iron Company, H. S. Stewart and S. D. Robison, located on the McCoy farm in the northeast part of the McCurdy field, had been drilled into the fourth sand and was making 13 barrels an

This well was drilled to the top of the fourth a couple of weeks ago and has been making from 60 to 75 barrels a day since. sembles the Clarendon product more than any which has been found in the Southwest. As fourth sand oil was found in the Speer farm well last fall the present strike may develop a new pool in the northeast Mc-Curdy extension and start a lot of drilling

No. 1 on the Peet farm may get the sand Saturday. In the same part of the field their No. 1 on the Leach and No. 1 on the Cole farms, are due in the fourth early next

Boyce farm, in the lower part of McCurdy, is down 1,900 feet.

Wildcatting in Snowden Township. The O'Brien Oil Company is drilling a couple of test wells near Library, in Snow-den township, by which they expect to open up a new oil field. Library is 12 or 15 miles out on the Baltimore and Ohio Railroad. Thomas O'Brien, the head of the company, is the man who drilled the first well, a 600-barreler, in the Chartiers field

drilling on the Laramer, which is down 700 feet. It is two miles northeast of a well on the Wright farm, in which considerable oil was found, but the well has never been properly taken care of, and its capacity is unknown. There are a couple of tanks of

oil now at the well.

A meeting of the directors of the Conemaugh Gas Company was held at the Seventh Avenue Hotel yesterday to act on some minor business of a private nature. R. B. Stone, of Bradford, is the president of the company, which gets its supply in the Murraysville district, and furnishes light and heat to Blairsville, Saltsburg, Sa-lina and intervening towns along the West

Penn road. A Pittsburger Piping Zanesville. A. J. Mercer, of Pittsburg, and S. Benet, of Titusville, have just secured the privi-lege from the Councils of Zanesville, O., to pipe that town and furnish its citizens with gas. They have 10,000 acres of gas terri-tory leased in the Fairfield district, located between Zanesville and Columbus, on which they have drilled a number of wells, which how a pressure of 700 pounds to the inch. They are now organizing a company to be capitalized at \$1,000,000 to pipe the gas from Fairfield to Zanesville, a distance of

Work in Butler County. BUTLER-Crawford & Co.'s No. 1 on the Wilson farm, east of Valencia, is in the gas sand, but will not get the hundred-toot be-fore Monday. The same company have a

T. W. Phillip's Big Well.

Phillip's gusher at Herman station is still doing business at the rate of 50 barrels per hour. It has not been drilled any since Friday.

Phillip's No. 1 on the Miller farm, Mc-Calment tract, made 70 barrels the first 15

T. W. Phillip's Big Well,

BROWNSDALE-Phillip's No. 3, Zigler A FOURTH SAND POOL farm, is spudding.
Gahagan & Gibson expect to get the 100foot to-morrow in their No. 1 Johnston.
Lenz & Co. are still building a rig for No.

2, Critchlow farm. Smith & Leidecker are rigging up at No. 1, Steppe farm.

The total production of the field remains about 400 barrels per day. Westfield Will Test for Gas.

WESTFIELD, July 20.—For the past three months preparations have been under way to test this vicinity for natural gas. E. Allen, of Erie, Pa., is at the head of the scheme. All the territory that could be has been leased. It amounts to 2,000 acres. A company known as the Westfield Natural Gas Association with a capital of \$2,000 has been formed. It is the intention of the company to sink a well 2,000 feet deep if necessary. The contract for drilling has been let to Bradford parties. The location chosen is in the creek valley near the paper mill. A derrick is now up, and it lacks only the engine and boiler to begin operations. At the last meeting of the Board of Trustees of the village the company was granted a franchise for laying pipe and supplying the inhabitants with natural gas for light and fuel.

Particulars of Daniel Whreler's Death. The following particulars were received vesterday relative to the death of Daniel W. Wheeler, of Washington, Pa., who fell from the Ohio River Railroad trestle just north of Sistersville, Monday evening. No one saw the accident at the time, and the body was not discovered until the next morning after daylight. The skull was badly injured, several ribs broben and in-ternal injuries sustained. The family lived at No. 135 West Cherry alley, Washington, but it was some time before word could gotten to the widow, as she was out working for a private family and none of the children were at home. Wheeler left home Monday morning to look for work among the oil wells at Sistersville.

The Gauges.
The hourly gauges of the larger wells yes The hourly gauges of the larger wells yesterday were as follows: Meise No. 1, Lynch & Co., 20; Morgan No. 2. Oakdale Oil Company, 25; Robb No. 3, Florence Oil Company, 20; Sinciair Oil Company's No. 1, 40; Crawford No. 2, Woodland Oil Company, 25; Forst & Greenlee's No. 3 McMurray, 25; Oakdale Gas Company's No. 1 Robb, 20. The estimated production was 20,500; stock in the field, 51,000.

Runs and Shipments. National Transit Company runs on 19th, 7,386; shipments, 23,274.80. Southwest runs, McDonald division, on the 9th, 21,917. Outside of the McDonald 1976. 21,917. Outside of the McDonald 9,545. Buckeye Pipe Line, Macksburg divis-ion, 1,679. Lima division, 46,095; shipments, 50,190. Eureka Pipe Line, 12,542; shipments, 2,185. New York Transit shipments, 28,271. Southern Pipe Line shipments were 9,275. Tidewater runs Tuesday were 5,437; total, 44,190; average, 8,363.

The Oil Market,

Range of the August option: Opening, 194c; highest, 5194c; lowest, 514c; closing, 195c. Sales, 6,000 barrels, 6c; London, 494d; Refined oil—New York, 6c; London, 494d;

Refined oil—New York, 6c; London, 4%d; Antwerp, 1334f.
Oil Cfrx, July 20—National Transit certificates opened at 5156c; bighest, 5134c; lowest, 514c; closed, 514c. Sales, 26,000 barrels; clearances, 264,000 barrels; shipments, 65,594 barrels; runs, 94,065 barrels.
New York, July 20.—The petroleum market opened dull, only one transaction occurring during the day, and closed dull. Pennsylvania oil, spot sales, none; August option sales, 5,000 barrels, at 514c. Lima oil, no sales. Total sales, 5,000 barrels.

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Office Specialty Co. RAILROADS.

PAILEGADS.

DITTSBURG AND LAKE FRIE RAILROAD L Company. Schedule in effect May 15, 1892, Central time.—DEPART—For Cleveland, %,00a.m., 1,65, 4.20, %,65 p. m. For Cluscinnati, Chicage and Nt. Louis; 71.56, 3.65 p. m. For Buffaio, 8.00 a.m., 4.20, %,65 p. m. For Salamanca, %,00a.m., 1.36, 4.20, %,65 p. m. For Salamanca, %,00a.m., 1.36, %,00, 11.30 a.m., 1.35, \$3.30, 4.20, %,145 p. m. For Sungatown and New Castle, 6.00, %,00, 11.30 a.m., 1.35, \$3.30, 4.20, %,145 p. m. For Sungatown and New Castle, 6.00, 72, 03, 73, 7, 73, 9, 18, 08, 83, 9, 10, 11.30, 11.30, 11.30 a.m., 12.30, 1.00, 2.00, 2.30, 4.00, \$3.0, %,10, 11.30, 11.30, 11.30, 11.30 a.m., 12.30, 1.00, 2.00, 2.30, 4.00, 4.20, 4.20, 4.20, 5.10, 6.20, 4.00, 90, 46, 10.00 p. m. ARRIVE—From Cleveland, 70:20 p. m. From Buffalo, 70:20 p. m. From Salamanca, 70:20, 70:00 a.m., 71:30 p. m. From Salamanca, 70:20, 70:00 a.m., 71:30 p. m. From Salamanca, 70:20, 70:00 a.m., 71:30 p. m. From Salamanca, 70:20, 70:00 a.m., 71:20 p. m. From Salamanca, 70:20, 71:20, 91:30 p. m. From Beaver Falls, 5:20, 71:30, 71:30, 91:30 p. m. From Beaver Falls, 5:20, 71:30, 71:30, 81:30, 11.30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30, 11:30 *** 10 a. m., **12:30, 1:20, 5:15, 7:20, 9:20 p. m.
P., C. & Y. trains for Mansdeid, 7:27 a. m., 12:10, 4:05 p. m. For Espien and Beechmont, 7:27 a. m., 12:10, 1:05 p. m.
P., C. & Y. trains from Mansdeid, 7:31, 11:59 a. m., 2:37 p. m. From Beechmont, 7:21, 11:59 a. m.
P., McK. & T. R. H. — DEPART—For New Haven, **2:20 a. m., *2:00, 5:25 p. m.
ARRIVE—From New Haven, **2:00 a. m., *4:07 p. m. From West Newton, *5:25 a. m., **2:00 a. m., *4:07 p. m. From West Newton, 5:35, **2:00 a. m., *4:07 p. m.

PENNSYLVANIA RAILROAD. IN EFFECT JUNE 12th, 1892.
Trains will leave Union Station, Pittabu MAIN LINE EASTWARD.

RAILROADS.

MAIN LINE EAST WARD.

Pennsylvania Limited of Pulinan Vestibule Care daily at 7:15 a. m., arriving at Harrisburg at 1:25 p. m., Philadelphia 4:45 p. m., New York 7:09 p. m., Philadelphia 4:45 p. m., New York 7:09 p. m., Baltimore 4:40 p. m., Washington 3:55 p. m. Reystone Express daily at 1:20 a. m., arriving at Harrisburg 8:25 a. m., Baltimore 11:15 a. m. Washington 12:20 p. m., Philadelphia 11:25 p. m., New York 2:00 p. m.

Atlantic Express daily at 3:20 a. m., arriving at Harrisburg 10:20 a. m., Philadelphia 1:25 p. m., New York 4:00 p. m.

Harrisburg Accommodation daily, except Sunday, 5:25 a. m., arriving at Harrisburg 2:20 p. m.

Day Express daily at 8:500 a. m., arriving at Harrisburg 5:20 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., York 9:25 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 10:55 p. m.
Mail Express daily 12:50 p. m., arriving at Harrisburg 10:70 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. Eastern Express at 7:10 p. m. daily, arriving Harrisburg 2:10 a. m., Baltimore 6:20 a. m., Washington 7:20 a. m., Philadelphia 5:50 a. m. and New York 7:40 a. m.
Fast Line daily, at 8:10 p. m., arriving at Harrisburg 3:20 a. m., Philadelphia 6:50 a. m., New York 7:20 a. m., Baltimore 6:20 a. m., Washington 7:20 a. m.

burg 3:30 a. m., Philadelphia 6:30 a. m., New York 9:30 a. m., Philadelphia 6:30 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., Eresou and Ebensburg Special Saturdays only, 2:56 p. M., Creasou and Ebensburg Special Saturdays only, Ali through the property 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 5:15 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. Derry Express 11:00 p. m. 12:16 11:00 a. m., 12:15, 12:90, 1:20, 2:38, 3:40, 4:90, 4:50, 5:15, 6:90, 6:55, 7:55, 9:90, 10:10, 11:100 p. m., 12:10 inleft, except Monday. Sunday, 8:40, 10:30 p. m., and 12:10 night, except Monday. Sunday, 8:40, 10:30 p. m., and 12:10 night, except Monday. Sunday, 5:30, 5:30, 10:30, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:40, 5:4

10:30 p. m., 12:10 night.

SOUTHWEST PENN RAILWAY.
For Uniontown 5:25 and 5:35 a. m., 1:30 and 4:21
p. m. week-days.

MONONGAHELA DIVISION. ON AND AFTER MAY 23, 1991.

For Monongahela City, West Brownsville and Uniontown 10:00 a.m. For Monongahela City and West Brownsville 7:35 and 10:40 a.m., and 4:50 p.m. On Sunday, 8:55 a.m., and 1:01 p. m., For Monongahela City only, 1:01 and 5:50 p. m., week-days. Drawosburg Accom., 6:00 s. 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, Alleghens From FEDERAL STREET STATION, Allegheny City:—

For Springdale, week-days, 5:20, 5:45, 5:25, 19:40, 11:50 a. m., 1:30, 2:25, 4:00, 5:00, 5:45, 6:10, 6:20, 5:10, 10:30, and 11:40 p. m. Sundays, 12:35 and 5:26 p. m., For Butler, week-days, 6:20, 3:45, 10:40 a. m., 3:15 and 6:10 p. m.

For Freupert, week-days, 6:55, 8:45, 10:40 a. m., 3:15, 4:00, 5:00, 8:10, 10:30 and 11:40 p. m. Sundays, 12:35 and 9:20 p. m.

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

For Paulton and Blairsville, week days, 6:55 a. m., 2:15 and 10:30 p. m.

AS 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 station.

nue, corner Foursia Union station, CHAS, E. PUGH, General Manager, Gen'l Pass'r Agent

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

Northwest System-Fort Wayne Route North west System—Fort Wayne Route
Depart for Chicago, points intermediate and beyond:
1.20 a.m., *7.10 a.m., *12.20 p.m., *1.20 p.m., *1.30 p.m., *1.30 p.m., *1.30 p.m., *6.35 a.m., *6.35 p.m., *11.30 p.m. Arrive from same points: *12.06 a.m., *12.10 a.m., *6.35 a.m., *6.35 p.m., *6.35 p.m., *6.35 p.m., *6.35 p.m., *6.35 p.m., *1.12.20 p.m., *1.12.20 p.m., *1.12.20 p.m., *1.30 p.m., *1.

points: †9.00 a.m., †1.50 p.m. ARRIVE from same points: †9.00 a.m., †1.55 p.r., †6.50 p.m. DEFART for New Cast! ELE Youngstown, Ashtabula, points intermediate and beyond: †7.20 a.m., †12.30 p.m. ARRIVE from same points: †1.25 p.m., †8.40 p.m. DEFART for New Castle, Jamestown, Youngstown and Niles, †8.45 p.m. ARRIVE from same points: †8.40 a.m. DEFART for Youngstown, *12.20 p.m. ARRIVE from Youngstown, *6.45 p.m. Southwest System-Pan Handle Route

Southwest System-Pan Handle Route
Defar 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.

Defar for Columbus, Chicago, points intermediate
and beyond: *1.10 a.m., *12.05 p.m. Arrive from
same points: *1.20 a.m., *13.05 p.m.

Defar for Washington, *16.15 a.m., *18.35 a.m.,
*1.55 p.m., *13.30 p.m., *14.50 p.m. Arrive
from Washington, *16.55 a.m., *17.50 a.m., *18.50 a.m.,
*10.25 a.m., *12.35 p.m., *16.25 p.m.

Defar for Wheeling, *8.30 a.m., *12.05 n.m.,
*12.45 p.m., *16.10 p.m. Arrive from Wheeling,
*18.45 a.m., *18.06 p.m.

Special Notices. Special Notices.

PULLMAN SLEEPING CARS AND PULLMAN DINING CARS IN 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 9 o'cleck 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.

H WOOD, E. A. FORD, BALTIMORE AND OHIO RAILROAD.

Daily, †Er. Sunday, 1Er. Saturday, TEr. Monday



22, 1892. Eastern time.
For Washington, D
C. Baltimore, Phil
adelphia and New
York, '8 00 a m and
'1 20 p m.
For Cumberland,
'5 50, '8 00 a m, 11 10,
'2 50, '8 00 a m, 11 10,
'2 50, '8 00, 18 30 a m,
'1 10, 34 15, 15 00 and
'1 20 p m.
For Uniontown,
for Union to the first of th For Mt. Pleasant, 1656 and 15 00 a m; 11 10, 14 15 and 15 00 pm. 7 20, 15 10 and 19 30 a m., 16 08, 14 46, 7 30 p m., 20, 15 10 and 19 30 a m., 4 08, 17 30 p m.

7 20 p m. For Cincinnati and St. Louis, 7 20 a m and 7 30 For Cincinnati and St. Louis, 7 20 a m and 7 as p m.

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, Allitimore and Washington, *2 32 a m, *5 30 pm. From Columbus, Cincinnati and Chicago, *8 50 a m, *5 40 pm. From Wheeling, *5 50 and *10 45 a m, *4 iv 7 85 and *5 40 p. m.

Parior and sleeping cars to Baltimore, Washington, Cincinnati and Chicago.

"Dally, IDally except Sunday, Stunday only, ISaturday only, IDally except Sunday, Stunday only, ISaturday only, IDally except Sunday, Stunday only, The Pittaburg Transfer Company will call for and check baggage from hotels and residences upon orders left at B, 20, ticket office, corner fifth avenue and Wood street, and 629 Smithfield street.

J. T. ODELL. General Manager.

General Manager,

A LLEGHENY VALLEY RAILWAY CO.

A Taking effect June 26, 1892, trains will leave and arrive at Union station, Pittaburg, eastern standard time: Buffalo express—Leaves at 8:20 a. m., 8:50 p. m. (arriving at Buffalo at 5:48 p. m. and 7:20 a. m., 8:50 p. m. (arriving at Buffalo at 5:48 p. m. and 7:20 a. m., 8:20 p. m. (iii) City and DuBois express—Leaves 6:00 a. m., 6:20 a. m., 1:30 p. m.; arrives 1:00, 6:35, 10:20 p. m. Emlenton—Leaves 3:46 p. m.; arrives 1:00 a. m. Kittanning—Leaves 9:05 a. m., 5:00 p. m.; arrives 6:40 a. m., 1:205 p. m., 6:35 p. m., 6:35 p. m.; arrives 6:40 a. m., 8:06 a. m., 1:45 p. m.; arrives 6:50 a. m., 8:06 a. m., 1:50 p. m., 6:35 p. m.; arrives 6:40 a. m., 6:35 p. m. 20, 6:20, fl. 100 p. m.; arrives 6:40 a. m., 6:35 p. m. Emlenton—Leaves 9:05 p. m.; arrives 9:05 p. m. Emlenton—Leaves 9:05 p. m.; arrives 9:15 p. m. Ellenton—Leaves 9:05 p. m.; arrives 9:15 p. m. Ellenton—Leaves 9:05 p. m.; arrives 7:10 p. m. Fullman parior buffet car on day trains and Pullman sleeping car on night trains between Pittaburg and Buffalo. Ticket offices, DAVID M'OARGO, JAMES P. ANDERSON.

Cen'l Supt.

Gen'l Supt. Gen. Pass. Agt.

DITTSBURG AND WESTERN RAILWAY—

Schedule in effect May 1b. 1872 (Central time).

Depot cor, Anderson at. and River av., Alleghey.

Depart for Chicago, "2:00 p. m. Solid Value with Pullman sleeping car. For Kans. Bradford, 7:10 a. m. For Clarion, 7:10 a. m., 12:00 p. m. For Foxuarg, 7:10 a. m., 12:00 p. m. For Foxuarg, 7:10 a. m., 12:00 p. m. For Buffalo, Eric. Meadville, 7:10 a. m., 12:00 p. m. For Revolucing Control of the Control of the

p. m. For McKeesport, Elizabeth, Monongahela City and Belle Vernon. 3:40, 11:65 a. m., 4:60 p. m. From Belle Vernon, Monongabela City, Elizabeth and McKeesport, 7:62 a. m., 12:65, 5:65 p. m. Dally | Sundays only. 1To and from New Castle only. City Ticket Office, 639 Smithfield Street.

cited in his famous message.

There went into the manufacture of steel in this country \$22,000,000 in capital. It made possible steel bridges all of the way to Texas. It gave Texas barbed wire at 23/ cents a pound in place of 11 cents in 1884. It paved the way for a test of the Red river proposition. This is no argument on the tariff. It is just a little history with the

there is in the object lessons of the Denison ore and coal collection.

Robert T. Hill, the geologist, told the Government scientists in Washington a few months ago that they would soon awake to the fact that some of the richest mineral in the country lies in the Indian Territory.

Texas and the indian Territory all of the elements for metal production on a grand scale. She has heaped up the fuel, the ore and the fluxing. She has done all but applying the match. She has done even that on a small scale. Mineralogists may say that there is no such thing as natural pig iron. North Texas knows better. Leaning up against the wall, behind the coke and ore, against the wall, being the coke and ore, are two natural pigs of iron. They are not unlike, in shape, the slabs which form in the sand molds of the furnace, but they are just as nature ran them away back in the days of convulsions. These natural pigs were plowed up awhile ago on the farm of A. R. Collins. They are ready to be turned into stove plates. Nature's iron is found scattered about in the high strip of sandy country along the south side of Red river, where reaches their as they do not have been content. where peaches thrive as they do nowhere else away from the Delaware peninsula. There are thousands of tons of nature's iron,

ison as large as the Amoskeag. They have got to make the investment \$500,000. Then another interesting problem in the economy of production will be on trial. The New Englanders believe they can buy their cot-ton at the mill doors here \$5 85 a bale cheaper than it can be bought in New Eng-land. They think there will be a saving of 50 cents a bale on the compressing. The mill men will take the cotton unpressed. The saving in freight on all goods sold in Texas will be 32 cents on the 100 pounds. These are some of the points of advantage.

It seems to be a long step in the direction of economy of production. The mill which the New Englanders have built will take 10,000 bales a year. This means \$58,000 saved on the purchase price of the raw material, \$5,000 saved on compressing. The total saving of this mill located among the

otton fields, it is estimated, will be close to \$75,000 a year. And all that is without any consideration of manufacturing profits.

The New Englanders have got their money's worth in brick and mortar and long-leaf yellow pine. Their Denison mill hasn't turned a wheel, but it is a model architecturally. The builder put 3,000 carloads of brick, made on the spot, into the massive walls, 39 inches thick. There are four acres of space in the four stories. The massive columns and girders, which carry triple flooring 4 inches thick, entered into a lumber bill which was only half what it would have been in New Hampshire. The investment produced 25 per cent more building than could have been got for the same amount where the cotton manufactur

ing of this country has been for generations. Wher : the Dividends Come In. Now it remains to be seen where the dividends will come in for the New England tockholders and what a home market will do for the cotton grower of Grayson county. The problem is a double ender. All of the cotton the mill consumes will roll right out of the farmers' wagons. And even then only a fraction of what comes to market at Denison will be taken. Last year there were purchased by dealers from farmers' wagons on the streets of Denison 20,000 bales of cotton. Sixty thousand bales were compressed and handled. It would take six mills the size of this to spin the cotton of Grayson county alone. It would take 150 orials the size of this to spin the cotton crop of Texas. If the planters of the wornout fields east of the Mississippi can't understand the surplus, they should see Texas. The State now produces one-fifth of the entire cotton crop of the South.

The mill will have 750 looms and 25,000 spindles. It will turn out the heavier and coarser grades of cotton cloth. A Missis-sippi Valley jobber has offered to take the whole product, but the leading spirits in the enterprise think the proposition will absorb too much of the profit. Cotton spinning is not altogether a new thing in Texas. Dal-las and Galveston have mills, but there is nothing Southwest to compare with the massive structure 300 feet front in the suburbs of Denison.

No Trouble About Labor.

"What will you do for labor?" Mr. Derby, the representative of the company, was asked.
"There will be no trouble on that score, he replied. "We shall need about 800 peo-ple, and we have had applications from twice that number who want to work in the mill. Look out on that broad plateau Did you ever see any finer location for the homes of operatives? We dig down 30 or 40 feet a great round well through a cap of sandstone and into a layer of packed sand. That packed sand lies in a great basin. The water seeps into the well faster than it can be pumped out. It is a perfect filter. That is the way we obtain our supply for the city, and it is inexhaustible. We have here a perfect location and a model mill. We also have an advantage in the quality of our cotton. There is nothing better in the United States than the cotton which grows along Red river in Texas, with the single

exception of the Sea Island cotton. If you take the trouble to pull from a bale a sample you will find the staple is 134 inches in length." READING TO BE LOOKED INTO

By the Commerce Commission, at the Instigation of the House, WASHINGTON, July 20.-The first two hours of the Senate were occupied to-day in the discussion of a bill to permit the Puyallup Indians in the State of Washington to alienate a portion of the lands in the neighborhood of Tacoma. The matter was still under discussion when, at 2 o'clock, the anti-option bill came up as the unfinished business. Mr. Vest assisled the measure as an undue stretch of the con-stitution; as an attempt on the part of Congress to exercise police powers within the States, and as a delusion to the farmers, in whose interest, he said, it was masking. Mr. Washburn defended the bill from some

was maintained for over three hours. Mr. Daniel had the floor and was arguing against it on somewhat the same lines as Mr. Vest had done when the hour of adjournment came.
Politics was tabooed in the House today, and the machinery of legislation, well oiled by a reso'ution from the Committee on Rules, ran with unusual smoothness. A number of measures were passed, the most important of which was a bill increasing the pay of life-saving service men. The bill granting an American register to the steamship China was defeated. The Com-

of Mr. Vest's thrusts, and several other

Senators took part in the discussion, which

merce Commission was authorized to investigate the Reading combine. Adiourned.

A NEW BRIGADIER GENERAL Colonel E. A. Carr Appointed Succe General Stanley, Retired. WASHINGTON, July 20 .- Colonel E. A. Carr, Sixth Cavalry, was to-day appointed Brigadier General of the army, vice General Stanley, retired. General Carr is the senior cavalry officer on the active list, and one of the few remaining officers of the regular army who commanded a division during the

army who commanded a division during the war. He has also seen distinguished service in Indian campaigns. He is a graduate of the military academy, having been ap-pointed a cadet from the State of New York in 1846. He served through the war as a volunteer, receiving five brevets in all for various acts of gallantry. At the close of the war he was commissioned a Lieutenant Colonel in the regular army, and in April, 1879, was promoted Colonel, Sixth Cavalry, which commission he held at the time of his approximate. pointment. He is at present in command of the troops sent some time ago to the scene of the cattle troubles in Wyoming

from Ft. Niobrara, Neb. IMPOSITION ON FLOOD SUFFERERS.

Meat and Meal That Couldn't Be Esten

Sent to Them. NEW ORLEANS, July 20.—[Special.]— The late Louisiana Legislature having made an appropriation for the relief of the overflow sufferers on the Red and Black rivers, the steamer Danube was loaded with provisions by the Governor and sent to the overflowed sections. Serious charges are now coming from Concordia, Catahoula and other parishes to which the Danube was

and other parishes to which the Danube was sent, that the provisions given the sufferers were spoiled and absolutely unfit for use, and that people for whose relief they were purchased and to whom they were tendered refused them, so that they would have to be taken back to New Orleans.

A massmeeting in Concordia has appointed a committee to thoroughly investigate the meat and meal furnished by the State, and complain to the Governor.

The field work vesterday was not more

21,000 to 20,500 barrels. The last crop of wells in the Meise Gordon sand district south of Willow Grove has been disappointing. The Belmont Oil Company's No. 1 Morgan, Guffey, Gailey & Company's No. 1 Kirk, the Forest Oil Company's No. 1 Campbell, and the Forest Oil Company's No. 5 McEwen were all light,

morning, and filling up.
Their No. 3 Wallace is shut down on ac

J. M. Guffey & Co.'s No. 2, on the Shane farm, will be due the last of this week or the first of next.

Greenlee & Forst do not expect to drill in their No. 6 on the Marshall farm, located south of Noblestown, before Saturday. Their No. 1 on the Noble farm southwest

Gordon sand this evening. May Extend the Fife Pool,

good gasser. Their Mor gasser from the 50-foot. Their Monreau well is also s

No. 3 Robbins is located in the northwest

in that locality.

The Philadelphia Gas Company has some wells on top of the fourth sand in which they expect to get oil in this region. Their

Hussier, Davis & Bott's No. 4 on the

and opened up that pool.

The O'Brien Oil Company has 2,000 acres leased up in the vicinity of Library and Snyder. Hare & Co. are doing their con-tracting. No. 1 on the Stewart farm is down 1,800 feet. They expect to get gas in this well in either the Gantz or Elizabeth a gasser on the Nolan farm some time ago, and sold it to the Jefferson Gas Company.

Two miles from this well they have one

35 miles.

Mr. Mercer is a well-known oil operator, having operated for several years in the Ohio fields and a year ago came to McDonald, and is also interested in the Sistersville field.

sand, but will not get the andred-foot before Monday. The same company have a gas well three-quarters of a mile west of this with a pressure of 350 pounds. They think they have a chance of getting either a hundred-foot or a third sander.

Jefferson Center—Phillip's Nt. 2 on the Wolf farm made 70 barrels per hour this afternoon after being drilled some.

Hendersonville—A. Steelsmith & Co. drilled their No. 1, on the E. Crawford farm, down to the third sand and only found one foot of sand. They are pumping it in the boulder sand, and it will make a 10-barrel well. Duncan is through the 100-foot with No. 4 on the R. Duncan farm, and will shoot it to-morrow. It is showing for a good well.

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