# BOX CAR BURGLARS.

Three Railroad Men of New Castle Arrested and Bound Over.

THE BRADDOCK ELECTRIC FIGHT.

West Virginia Officers Scouring the State for the Cooleys.

NEWS FROM SEVERAL NEARBY TOWNS

ISPECIAL TELEGRAN TO THE DISPATORS NEW CASTLE, Aug. 17.-New Castle railroad circles were considerably shaken up by the arrest this evening of Marion Stark, engineer of a yard engine; S. C.

Hardy, baggagemaster of the New Castle and Allegheny accommodation, and William McMahon, yardmaster at New Castle Junetion, all of the Pittsburg and Western Railroad, and residing here. They are charged by Detective Shomo, of

the Pittsburg and Western, with burglary, it being alleged that they entered a Pittsburg and Western freight car on or about the night of July 4 and stole 63 bottles of whisky and one case of eigars, the whisky being consigned to Fitch, McConnell & Phipps and the cigars to R. Goldberg, both of Youngstown.

The three men each pleaded not guilty, but Detective Shomo and Detective Marshall, of this city, think different. They will be given a hearing, the bail being fixed

#### SOME BRADDOCK BREVITIES.

#### The Borough Wins a Victory 'gainst the

Electric Railway-A Thiel. BRADDOCK, Aug. 17.-[Special.]-In Judge McClong's court to-day His Honor refused to grant a preliminary injunction to restrain the borough from lifting the tracks of the Braddock Electric Railway on Eighth street and Braddock avenue, and directed the borough authorities to proceed with the work. The 14 men in the employ of the electric company, including Superintendent Ellis, who were arrested vesterday for interfering with the men in the employ of the borough, were fined \$10 and

ploy of the borough, were mined to added costs this morning.

Constable Best to-day arrested a man in a buggy, which was loaded down with augers, wrenches, chisels, women's skirts and wraps, old coats and a lot of other things. When he was taken in custody he had on a pair of trousers taken from the house of Squire Crawford, of Port Perry. The man gave his name as Grorge Rocker W. C. Irvin came to town and identified the horse and buggy as belonging to him, and said it had been stolen from the Presbyterian churchyard at Washington out a week ago. Rocker was committed

The remains of Arthur Cooper, who death was the result of a skocking accident at the Homestead Steel Works this morn-ing, were brought to this place this even-The young man was the son of John Cooper, a tormer clerk in the steel works. He was 20 years of age, and a mem-ber of Braddock Council No. 299, Jr.

#### A LITTLE JAIL BREAKER.

#### He Proves to Be Builder and More Ingenions Than Adult Inmates.

NEW CASTLE, Aug. 17. - [Special.] - William Custer, 13 years of age, escaped from the New Castle iail when the turnkey left for dinner to-day. Custer has already pleaded guilty to two burglaries.

He was captured about 5 o'clock this evening while in swimming. He claims he left the jail to go out and get a bath, and effected his escape by picking the two locks with a bent piece of gas pipe. He says that the other prisoners in the jail had a wooden key with which they tried to get out, but after he had picked the look they were too cowardly to leave with him.

### The Epworth League of Four 'tr'es.

HARRISBURG, Aug. 17.-[Special.]-About 60 delegates from the Fourth General Conference District of the Epworth League, comprising Pennsylvania, Marvland, Virginia and West Virginia, met in Grace Methodist Church this afternoon. These officers were elected: President, W. Lee Woodcock, Altoona. Vice Presidents, J. N. Bray, Erie; J. H. Brice, Maryland J. L. Speedy, Port Royal; Appleton Bast, Pennsylvania; Secretary, Mr. Pickup, Phil-sdelphia; Tressurer, L. H. Jordan, Baltimore. The contest for member of the National Board of Control was quite exciting.

A. R. Cartheart, of Baltimore, was elected.

A convention of the District League organized to-day and will probably be held at Altoons during the year.

### Boycotted Out of a Boarding House.

MANSFIELD, O., Aug. 17 .- [Special.]-For the past week G. H. Dippo has been taking meals at Mrs. Irvin's boarding house while his tamily was away on a visit. Mr. Dippo is the Superintendent of the Eclipse Stove Works, where union molders were locked out, and Mrs. Irvin's boarders being all union men, issued an edict this morning that unless Dippo quit boarding at Mrs. Irvin's they would. The landlady informed the non-union superintendent of the situa-tion, and he promptly quit.

### Stricken Deaf While Bathing.

New Castle, Aug. 17.—[Special.]—Balto Catigau, about 12 years of age, in Greenville, Mercer county, will likely be deat. A day or two ago he was in the Shenango river, bathing with some other boys. While diving one of his companions cracked two stones together under the water, causing a concussion. In a few minutes th began complaining of something hurting in his ear, and within 24 hours he was unable to hear, except loud tones. His physicians think the drum of the ear is broken

vid Blansett, the borough constable who shot a Hungarian cokeworker at Calumet a few weeks ago while attempting to make an arrest, was remanded to jail after a habeas corpus hearing here this atternoon. A half dozen Hungarians swere positively that Blansett was drunk and fired upon the Hun

A Constable Remanded for Trial.

GREENSBURG, Aug. 17.-[Special.]-Da-

### A Jag Gets a Man in Trouble,

MORGANTOWN, Aug. 17. - [Special.] Charles Blair has been beld under \$1,000 bail to answer an indictment for the burning of the plant owned by the Taggart Manufacturing Company. He was drink-ing on the night of the fire and fell asleep near the building.

# A Steel Hook Around His Neck. SCOTTDALE, Aug. 17 .- [Special.]-Will-

#### iam Burkell, a helper employed in the iron and steel works, met with a serious accident. While working about the rolls a hook be-came fastened around his neck. He would have been drawn through the rolls had he

Still Hunting for the Cooleys. KINGWOOD, W. VA., Aug. 17 .- [Special.] -The officials are still hunting the Cooleys. A report reached here this morning that they were seen at Rowlesburg yesterday evening, and that they inquired the way to Coketon, a mining town on the West Vir-ginia Central Railroad.

Tired of His Wife and His Lif. LIMA, O., Aug. 17.—[Special.]—George Harvey, a married man, 22 years old, committed suicide by shooting himself through the heart this morning. He was sound lying dead in a vacant lot. He came home from Chicago to visit his grandfather, and said that he had trouble with his wife, and that he would move here to get away from cer-tain influences. He left a note to his mother, saying that he was tired of life.

## A TOSS-UP SETILES A DRADLOCK.

The Judicial Muddle at New Castle to Be

Settled in Pittaburg. NEW CASTLE, Aug. 17 .- [Special.]-The judicial muddle in this district will end next Monday. John M. Grear, of Butler, and William D. Wallace, of this city, met at Zelienople this afternoon, and after a dozen or more ballots had been taken it was seen that unless something was done no result would be reached. The two candidates were brought into the conference where Mr. Grear declined to make any proposition looking to a result. Mr. Walthe field provided Mr. Grear would do so, and let the conference nominate an entirely new man. Mr. Grear would not agree to this. Mr. Wallace then said he was will-

ing to arbitrate. This was not acceded to. Finally it was decided that each side place ten names in a hat, both sides to see the names, and then draw out 17 names, the three remaining to be additional conferees. The preparing of the names occupied son time, and when the result was announced it was found that Judge Stowe, of Pittsburg;
Hon. J. W. Lee, of Venango county, and
George H. Anderson, of Sewickley, had
been chosen. This will make in all nine
conferees, and these conferees will meet at
the Hotel Schlosser, Pittsburg, next Monday when a pomination will necessarily be day, when a nomination will necessarily be made.

#### THE DEATH OF GLACIERS.

#### They Come to an Abrapt End by Melting Faster Than the Flow.

Edinburgh Review. 1 Glaciers plunge into the sea in many cold countries, and perish by drowning, their dismembered remains floating away as berga But their end is by dissolution where the annual mean temperature rises considerably above the freezing point. At some certain level they melt faster than they can flow, and so terminate.

The level, indeed, is a fluctuating one. Icelandic glaciers are now steadily advancing; Swiss glaciers, according to M. Forel, have undergone during the present century five alternating periods of diminution and growth. The meteorological changes occasioning, and emphasized by these oscillations are very slight. Their character, however, is unmistakable, and such as might have been auticipated. That is to say, glacial decrease accompanies a warm and dry cycle; glacial increase, one that is damp and cold. damp and cold.

Without one additional degree of cold, it is conceivable that a persistently augmented deposit of snow upon the Gernstenhorner and the Schneestock, although otherwise scarcely perceptible, might enable the Rhone glacier to overwhelm Brieg. But this would be an exceedingly small step toward the restoration of a former state of things, when an ice stream close upon 250 miles in length, starting from the same source, crossed the trozen or non-existent Lake of Geneva, and debouched by Culoz Without severe cold as wel as heavy precipitation, ice could not poss bly have gained so great an ascendancy.
And this was no local phenomenon; it was simultaneously prevalent over widely sepa-rated tracts of the earth's surface.

#### QUEER CUSTOMS AMONG ROMANS.

#### The Women of Old Spent Most Their Time in Dressing the Hair. nare Moments, t

The Ancient Romans were most simple in their attire, and so continued for a long period; but after a time tashion came to reign supreme among them, just as it does with us to-day.

In the early Roman days the women, following Eastern traditions, were seldom seen abroad, and, when they did go out, wore their faces veiled; but, as richness and luxury increased, the household labors were delegated to slaves, and dress and show became the chief object of ambition. The simplicity of their home life, and the number of bakers and cook shops, enabled even the women of the poorer classes to spend much of their time in the streets, market-

places, and at the public games.

It is noticeable that this day, the poorest Roman woman, no matter how coarse her garments, will invariably have her hair neat, plaited and elaborately coiled, and lastened with showy beaded pins-which care of her bountiful tresses she derives directly from her ancestress of ancient times—for the ancients spent more time in the elaborate dressing of the hair than in any other adornment.

### A CURIOUS INDIAN ETIQUETTE

#### Why the Heir- 'pp trent of Jodhpore Could Not Accept an Invitation,

A curious incident was brought to notice in connection with the recent marriage of the heir-apparent of the Jodhpore State. It appears that, according to the custom in vogue among native chiefs, a kbarita of invitation to the royal wedding was ordered to be sent to the Maharajah of Gwalior. The official who wrote the kharita did not

know the mode of addressing the ruling chief of Scindia, and therefore reterred to old records of the State, in which the name oid records of the State, in which the name of the late grandfather of the present chief was mentioned. The official copied the address word for word and sent it off to Gwalior by a daroga. On the kharita being presented to the Maharajah of Gwalior he refused to open it, saying he could not open a kharita addressed to his grandfather, who died before the mutiny, and asked the man to take to take it to his samad, three miles out of Gwalior. None of the representaout of Gwalior. None of the representa-tives of the Gwalior State, the Bombay Ga-zette says, attended the wedding on this ac-

### A Watch With a Long Run.

A debtor down in Madison county, Va., turned over as his only property a gold watch, bearing the name of "Extra Billy Smith" and the date 1830. Extra Billy, who died not long since, was once the manager of a stage line between Washington and points in Virginia, but later Governor of that State, Congressman and Major Genera in the Confederate army. Extra Billy's watch, though it has run for at least 62 years, still keeps good time.

### A Farmer's Smart Trick.

A farmer in Bradford county, Fla., has been greatly annoyed for some time past by chicken thieves, so the other night he strewed a lot of paper slips smeared with tar around his henhouse. He was soon awakened by a negro, who begged for some coal oil. He had come barefooted to steal chickens, and his feet were loaded down with tarred paper, sand and briars, which could not be removed by hand. He got the oil, likewise a sound thrashing.

### A Famous Portrait.

The original of the famous Ramage por trait of Washington, painted from life in 1789, is offered for exhibition in the Woman's Building at the World's Fair. The miniature is set as a locket, with hair and monogram at the back. Miss Johnson, in her "Original Portraits of Washington," pronounces it the finest of all, and predicts that it will be one day the standard, as the Stuart portrait now is.

Dyeing to Live and Living to Dye. Pfeifer, the dyer, has been dyeing for 25 years. Has he dyed for your If not, try him.

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Ds Wrrr's Little Early Risers. No griping no pain, no nausea; easy pill to take.

## WESTERN FIELDS

Pittsburg Drillers' Experience in the State of Washington.

SURFACE OIL BUT NO PRODUCERS

McDonald Dropped 500 Barrels in Produc-

tion Yesterday. . WELLS WHICH ARE DUE THIS WEEK

Drillers from Pennsylvania are contin ually going out to other regions to drill wells for oil and to develop new territory. Yesterday a well-known driller returned from the State of Washington, where he has been putting down a well. He is F. T. Clarke, of Lawrenceville, and the man who drilled on the tour opposite to him was William H. Gailey. They went to Washington last January under contract with the Everett Development Company. Their tool

dressers were a couple of ranchers, or "hobos" as they are called in that country.

Clarke & Gailey have just completed a well in Everett, Snohornish country, Washington. It is about eight miles east of Puget Sound, and 50 miles north of Seattle. They went down about 900 feet, but in spite of the fact that there are many all seepings in the locality no cit hearing. oil seepings in the locality, no oil-bearing

rock was found.

The first 90 feet they got nothing but hard pan. Then they struck a stratum of mud, which was followed by quicksand, and then mud and quicksand alternated until they abandoned the well.

At 800 feet they took out several large chunks of wood and bark, and a quantity of charcoal, which has been hidden in the bosom of the earth for centuries. The Everett Development Company had ,000 acres of land in the vicinity of this

well. It has 4,000 acres 12 miles north of Everett and just that much nearer the mountains. It expects to drill a well on this land early next fall, and test the territory as far as possible. There are plenty of indications of oil in the locality, but so far

indications of oil in the locality, but so far.
no paying wells have been struck.
The Forest Oil Company's No. 4, on the
John McEwen farm, south of Willow
Grove, was reported last night to be 20 feet
in the Gordon sand, and showing for a light
well. Their No. 2 on the Gregg farm at
Gregg station, is due to reach the sand this Greenlee and Forst's No. 7, on the Gladden farm, is down 1,800 feet. No. 2 Noble is drilling at 400 feet, and they are starting No. 7 on the Marshall farm.

Big Well in Ohio, WOODVILLE — The Ohio Oil Com-pany has just completed No. 10, located on the northeast corner of the W. C. Hendricks 50-acre farm on Section 29. Woodville township, and just one location south of No.1 on the Fred Blausey farm. Its production the first 24 hours was 1,000 barrels, and the largest well yet completed in the field. There is something mysterious about this field, as Barnes & Co.'s No. 9 on the Blausey farm, just 400 feet north of the big well, started at less than 100 barrels a day, while No. 9 on the Hendricks and 400 feet east of No. 1 Hendricks and 400 feet east of No. 1
Blausey, showed a production of about 650
barrels the first day. This looks as though
there is a productive 45° line northeast,
but of no great length. No. 8 on the Hendricks farm is good for 200 barrels a day.
No. 11, same farm, and one location west of
No. 10, is in the sand and is showing for a
hig wall. The terms company No. 1. big well. The same company's No. 1 on the south line of the G. Brim heirs farm, in section 20, and just north of the turn-pike, is completed and good for 35 barrels. The same company's No. 3 on the Caleb Clink farm, in the south end of the field, is a light gasser, while No. 2, same farm, started at 50 barrels. No. 1 on the Henry Herman farm, section 29, and north of the turnpike, is completed and good for 30 bar-rels. No. 2 on the Henry Fork farm, in

150 barreis. George W. Barnes has completed No 2 on the northeast corner of the Fred Blausey farm, in section 24, and it is good tor 300 barrels. The same firm's No. 8 on the Hille farm in section 29, is completed and good

section 32, and along the north side of the Portage river, is completed and good for

The Woodville Oil Company has com-pleted No. 10 on the John H. Kuhlman farm, in section 32, same township. It is good for 225 barrels. No. 11, same farm, is H. Mountler & Son's No. 5 on the H.

Mountler farm, section 29, is in the sand and showing light. The Gauges. The production of McDonald was 19,500

yesterday. The hourly gauges of the larger wells at McDonald yesterday were as follows: Sinclair Oil Company's Nos. 1, and 2, 25; Greenlee & Forst's No. 3 McMurray, 25; No. 6 Marshall, 30; People's Gas Company's Nos. 146 and 148, 20; Royal Gas Company's No. 1 Marka Ronb, 30. The estimated pro-duction was 19,500; stock in the field, 47,000.

Runs and Shipments. National Transis Company runs on the Southwest Pennsylvania runs from Me Donald were 21,612. Outside of McDonald, 8,-451. Buckeye runs, Macksburg division, 3,533; shipments, none. Shipments from the Lima division, August 16, 17,355; runs, 31,654. The Eureka runs were 13,672; shipments, 44,555. Southern Pipe Line shipments, 16,170. New York Transit shipments, 25,604. The runs from Sistersville yesterday were 9,334.

### The Oil Market.

Range of the September option: Opening 56c; highest, 56%c; lowest, 56c; closing, 56c. Sales, 5,000 barrels. Refined oil-New York, 6,50c; London 13-16d; Antwerp, 14f. 4 13-16d; Antwerp, 14f.
OIL CITY, Aug. 17.—Opened, 55%c; highest, 56%c; closed, 55%c; lowest, 56%c. Sales, 35,000 barrels: clearances, 462,000 barrels; shipments, 58,454 barrels; runs, 88,098 barrels; New York, Aug. 17.—Petroleum opened steady and advanced %c on local baying, closing firm. Pennsylvania oil, spot sales, none. August option, sales, 35,000 barrels; closing, 56%c; Lima oil, no sales. Total sales, 35,000 barrels.

# THE RISE OF A RIVER

It Can Be Ascertained by Two Organ Piper and a Telephone Circuit.

New York Commercial Advertiser, Prof. E. J. Smith describes how he was enabled to ascertain from time to time the rate at which a river a considerable distance away was rising after a fall of rain. He used simply two organ pipes and a telephone circuit. At the river station he fixed an organ pipe vertically in an inverted position, so that the water in the river acted as a stopper to the pipe, and the rise of fall of the water determined the note it gave when blown by a small bellows driven by avery small waterwheel. A microphone was attached to the upper end of the organ pipe, and this was in circuit with a wire leading to the second station. Here was an organ pipe exactly like the other which could be lowered into a vessel full of water while it

was sounding.

By means of the telephone the note given by the pipe at the river was clearly heard at the second station, at which the duplicated organ pipe was raised or lowered by hand organ pipe was raised or lowered by hand until it gave the same note. The length of the organ pipes under water at the two stations was then equal, so that the height of the water in the distant river was known. The total height to be measured was 17 inches, and the determination could be made in less than a minute by any ear fairly sensitive to musical sounds.

A led with an average gar was able to get

sensitive to musical sounds.

A lad with an average ear was able to get the two heights to agree with one-eighth of an inch of each other, while a person with an educated ear adjusted the instrument immediately to almost exact agreement. A difference in temperature between the two sections would make a small difference in the observed heights. The organ papes were of square section and made of metal to resist the action of the water.

#### DANGER OF SURF BATHING

An Expert Swimmer Must Be Able to Master the Three Waves.

Harper's Weekly.1 Perhaps the most ordinary danger of the seashore—if danger can be called ordinary

-is what are known as the three waves. The breakers, as a role, come in a series of three. Sometimes the three are small, and sometimes are very heavy, but, as a rule, the sequences run about the same size. Imagine a bather inside the surf line, with the surf breaking over a bar about 50 or 100

the surf breaking over a bar about 50 or 100 feet from shore. Those big green waves that rise higher and higher as they come toward him do not seem very formidable.

The first one rears its head before it reaches him with an angry swish; a curl of foam, like a feather edge, crops out along the top, and fills the air with sprav. Then the wave takes a more decided shoreward curl, the line of foam becomes deeper, there our, the line of foam becomes deeper, there is a crash as 1t drops to a level, and the bather finds himself thrown down in a caldron of seething surf. Say he is in three feet of water on the level. After the wave has passed, he struggles to his feet choking, gasping, and half blind with the salt water. He doesn't really know what has happened, but he has a dim idea that something has hit him. Before he has time to collect his senses the second of the series is upon him, and he goes down again. He is dazed and confused, and he flounders around hope-

The third wave is always the finishing stroke, and gives the life-saver, if there is one, a chance to do some work. Guided by an outstretched arm thrust above the water involuntarily, or by a bobbing head with which the surf is playing football, he drags the unsophisticated one out on the sand. That is the most common danger of the surf.

#### LYRIC DRAMA IN JAPAN.

The Music Is Soft and Without Any Stirring National Tunes.

Among a people whose two centuries and more of peace form only a little span in the history of a warlike race with high ideals of military glory, whose greatest heroes, almost without exception, are warriors, one marvels to find so little of the fire of battle in the notes of its singers, says Flora Harris in the Chautauquan. Another thing strikes the Western mind strangely; accustomed as we are, not only to idvls of court and king but also to the loves and sorrows of the lowly wrought into song, we wonder that these Eastern verse-makers, when they sing of humanity at all, should prefer that type whose smiles and tears are hidden behind the glimmering brocade of palace curtain or be-neath the shadow of the "Dragon Throne." Poet, as well as novelist, delights to mingle, even in an imaginary world, in the society of lordly knights and of court ladies with cheeks "the tint of cherry blossoms" and

"eyes tender as the waters in autumn."
As one reads some charming rendering of Japanese poetic fancy or listens patiently to some bright-eyed gray-haired expounder of ancient literature, he grows eager for a new-born singer to arise, prepared to strike a harp of iron, and give to us grand sym-symphonies worthy of the nation and its history, instead of the silver tinklings of a too aristocratic lyre.

#### CATCHING A CONSTRICTOR.

Baiting With Live Pigs Is the Way to Ge After the Rapacious Boa.

Manchester Weekly.] "To catch a boa constrictor is a very diffi cult and dangerous task," says a man who makes it his business to capture wild antmals and reptiles for menagerie purposes. "Briefly, it is accomplished by means of a labyrinthian tangle, embracing 60 square feet of ground. The labyrinth is made by joining together, end on end, pieces of matting. The web is 8 feet high, usually, and placed so that the opposing walls will be two feet apart. All sorts of criss-cross and diverging combinations are made with the matting—it is supported here and there by stakes—making, when it is set, a geometrical puzzle that might well challenge the ingenuity of man.

"The trap is bated with a live pig, which The trap is bated with a live pig, which is placed in a pen in the center of the laby-rinth. By and by along comes the boa constrictor. It is easy enough to get in. He scents the prey; he is very hungry; the pig is devoured, and here the boa comes to grief. For hours he tries to release hemself from the tortuous passages which rise about him, but finally he grows tired and stretche himself out for a nap. Then is our time. We open the labyrinth and catch him."

## JAMES GETTY & CO.

180 FIRST AVENUE.

PITTSBURG, PA.,

Announce that they have some of the celebrated O. F. C. Whisky which has become so popular in the New York clubs and is being used so extensively by those who insist upon having the purest and best. The flavor of this celebrated Whisky is something unusual, and it is admittedly the choicest article upon the market. Speaking concerning it a prominent man recently said.

"It requires a refined taste to appreciate a fine Whisky. O. F. C. has become popular because it is so fine, and its popularity shows that the public taste is becoming more refined. I do not see why people will use an inferior article when they can secure the best at practically the same figure. I use oniy O. F. C."

If you have never tasted this celebrated Whisky you should certainly try it.

May exist as a museum freak, but most of us recognize the stomach as necessary to life and comfort. Most of us experience, a little trouble from this source occasionally, wrong action of the stomach causing dyspepsia, etc., and often the trouble extenda, involving the liver and bowels, whence we find billiousness and constipation. We find also that the bowels and kidneys (nature's sewage system) become clogged with effete matter, from which comes impure blood, boils, blotches, pimples, scrofula, scrofulous swellings and cancerous complaints. The Burdock Blood Bitters taken at the beginning, or at any later stage, arrests the trouble, restores the disordered organ to activity, thereby removing every vestige of disease. B. B. B. is an absolutely pure extract of roots and herbs, which can not injure even the most delicate constitution, and as a cure for dyspepsia, billiousness, constipation, bad blood, etc., succeeds in 9 cases out of 100. THE MAN WITHOUT A STOMACH



A cure for Piles, External, Internal, Blind, Blesding and Itching, Chronic, Recent or Hereditary, This remedy has positively never been known to fall, if a box, 8 for fs, by mail. A guarantee given with all boxes, when purchased at one time, for with all boxes, when purchased at one time, for with all boxes, when purchased at one time, for with all boxes, when purchased at one time, for with all boxes, when purchased at one time, for each of the property of the control of the property of t

## SUMMER RESORTS.

HOTEL RATES AND GENERAL INFORMATION May be obtained at THE DISPATCH'S Business Office, Smithfield and Diamond.

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HOTEL MONTEREY, Atlantic City, N. J., Ocean end New York av. Cool situation. All comforts, Excellent table. E. K. NEWCOMER. HOTEL WELLINGTON Atlantic City, N. J.
M. A. & H. S. MILNOR.
Circulars at Dispatch Office.

HOTEL ALBION, | Atlantic City, OPENS JUNE 25. Three minutes' walk from bathing grounds. Accommodations, \$3 50. GUNTAV A. KNOBLAUCH.

THE IRVINGTON.

ATLANTIC CITY, N. J. ON THE BEACH. CHAMBERS & HOPPES.

THE CHALFONTE. ATLANTIC CITY. Directly on the Beach. Sea water baths in house. Opened January 30, 1892. C. ROBERTS & SONS.

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LARGEST HOTEL

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Open Jone 18; all modern improvements; located directly on the beach; terms \$1 to \$5 per day.
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THE STOCKTON. CAPE MAY, N. J., A First-Class Hotel, Will open June 4th and remain open until October 1st.

Other Resorts,

F. THEO WALTON,

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Appointments, Service and Cuisine, firstclass. Change of management this season.
The best location on the coast. No mosquitoes. Only 59 feet from surf. Extensive lawns and pine groves. 500 feet covered piazza with ocean view. For rooms, address URIAH WELCH, Sea Girt, N. J.

PENNSYLVANIA.

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OHIO PYLE FALLS. The FERN CLIFF and OHIO PYLE Hotels now open. Refurnished, first-class in every respect. Table unexcelled. Special rates for families. Grounds for lawn tennis and croquet. Billiard and bowling allers. DONEHOO & ELLIOTT.

BEDFORD SPRINGS. BEDFORD, PA.

"THE CARLSBAD OF AMERICA." HOTEL OPENS JUNE 22. L. B. DOTY, Manager. TRAVELERS ACCESSORIES.

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The Swiss Stomach Bitters The Swiss Stomach Bitters
TRADE MARK. are a sure cure for Dyspepsia,
Liver Complaint and every species of indigestion.
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and lung troubles.
Either of the above \$1 per bottle, or \$5 for
\$5. If your druggist does not handle these \$5. If your druggist does not handle these goods write to W.M. F. ZOELLER, sole M'rr., Pittsburg, Pa.

JAS. M'NEIL & BRO., BOILERS, PLATE AND SHEETIRON WORK.

SHEET-IRON ANNEALING BOXES. With an increased espacity and hydraulic machinery, we are prepared to furnish all work in our line cheaper and better than by the old methods. Repairing and general machine work. Twenty-ninth street and Allegheny Valley Railroad. felt-50-rrs



OFFICE OUTFITTERS. Office Specialty Co. EUBOPEAN STEAM HIPS

TO EUROPE-MAX SOHAMBERG & CO
No. 527 Smithfield st, represent all the
lines to the Continent, sell drafts, letters of
credit and foreign coin; make cable transters and procure passports. Established in
1866. NETHERLANDS LINE FOR ROTTERDAM, Paris and London, "Sailing from New York. 8 S. Spaardam, Saturday, Aug. 20, 4:30 a. m., pp. S. S. Amsterdam, Saturday, Aug. 27, 9 a. m.

Steamers marked sale to and from Amsterdam; all others to and from Rotterdam.

From pier foot of Fifth street, Hoboken.

First cabin, \$46 and upward; second cabin, \$35.

Esduced excursion tickets. Steerage at low rates, For illustrated guide and passage apply to John J. M'CORMICE. 529 Smithfield street, LOUIS MOESER, 558 Smithfield street, LOUIS BEEG & CO., \$27 Smithfield street.

BEEG & CO., \$27 Smithfield street. CUNARD LINE-NEW YORK AND LIVER-POOL, VIA QUEENSTOWN-From Pier 40, North river. Fast express and mall service. Etruria, July 16, 10 a. m. Etruria, Aug. 13, 9 a. m. Aurania, July 23, 5 a. m. Aurania, Aug. 30, 3 p. m. Umbria, July 30, 16 a. m. Umbria, Aug. 32, 320 a.m. Servia, August 4, 3 p. m. Servia, Sept. 3, 2 p. m. Cabin passage, 260 and upward, according to location; second cabin 233 and 430.

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

WHITE STAR LINE-

WHITE STAR LINE—
For Queenstown and Liverpoot.
Britannic, Aug. If, 2 p.m. Britannic, Sept. 14, noon
'Majestic, Aug. 24, 5 p.m. 'Majestic, Sept. 21, 4 p.m
Germanic, Aug. 31, noon Germ'c, Sept. 28, 10:30 a m
'Trutunic, Sept. 7, 4 p.m. 'Trutunic, Oct. 5, 4 p.m
'Trutunic, Sept. 7, 4 p.m. 'Trutunic, Oct. 5, 4 p.m
'Trutunic, Sept. 7, 4 p.m. 'Trutunic, Oct. 5, 4 p.m
'Trutunic, Sept. 7, 4 p.m. 'Trutunic, Oct. 5, 4 p.m
'Trutunic, Sept. 7, 4 p.m. 'Trutunic, Oct. 5, 4 p.m
'Trutunic, Sept. 7, 4 p.m. 'Trutunic, Oct. 5, 4 p.m.
'Second cabin on these steamers. Saloon rates,
'Second cabin, 60 and 45. Stearage 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. MCOUMICK, 639 Smithfield street,
Pittsburg, or H. MAITLAND KENSEY, General
Agent, 39 Broadway, New York.

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ALLANLINE ROFAL MAIL STEAMSHIPS. GLASGOW to PHILADELPHIA VIA DEERY and GALWAY. The most di-rest route from Scotland and North and Middle of Ireland. ACCOMMODATIONS UNSURPASSED. Intermediate, 630. Steera to, 614.

LINE. NEW YORK and GLASGOW via Londonderry, every Fortnight.

Aug. 25. State of Nebraska noon
Sept. 8. State of California. Il A. M.
Sept. 22. State of Nevada. Il A. M.
Cabin, \$40. Second Cabin, \$30. Steerage, \$19.
Apply to J. J. McCORMICK, \$39 Smithfield st.

#### INMAN LINE.

New York, Queenstown and Liverpool, City of Paris and City of New York, 10,500 tons each, City of Berlin, City of Chester.

City of Berlin,

FROM NEW YORK: City of New York, Wednesday, Aug. 17, 1P. M. City of Chester, Wednesday, Aug. 24, 7 A. M. City of Paris, Wednesday, Aug. 31, 12 noon. City of Berlin, Wednesday, Sept. 7, 5 P. M. For rates of passage and other information ap-INTERNATIONAL NAVIGATION COMPANY, Gen'i Agents, 6 Bowling Green, New York, or to J. J. McCORMICK, 639 Smithfield st., Pitts-

OIL WELL SUPPLIES.

# OIL WELL SUPPLY CO.,

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

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

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

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ELITE PHOTO GALLERY, 516 MARKET STREET. CABINETS \$1.00 PER DOZEN. No stairs to climb. Use the elevator

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Correct Spring Suitings and Overcoatings H. & C. F. AHLERS, Merchant Tailors. 420 Smithfield st.

RAILEOADS,

DITTSBURG AND LAKE ERIE RAILROAD I Company. Behedule in effect May 15, 1892, Central time. — DEPLART—For Claveland, "S.00a.m., 1.65, 4.25, "9.45 p. m. For Clarelansti, Chicago and Rt. Louis; "1.55, "4.5 p. m. For Chaefansti, Chicago and Rt. Louis; "1.55, "4.5 p. m. For Salamanca, "8.00 a. m., "1.55, "9.45 p. m. For Salamanca, "8.00 a. m., "1.55, 6.00, "9.45 p. m. For Coungitown and New Castle, 6.00, 9.00, 11.39 a. m., "1.55, 12.20, "4.20, "3.45 p. m. For Beaver Falls, 6.00, 7.00, "8.00, 11.30, m., "1.55, 2.23, "4.20, 5.20, "9.45 p. m. For Chartlera, "5.30, 5.35, 4.00, 4.65, 7.00, 7.77, 7.50, 9, 18.00, 5.30, 9.10, 11.20, 11.65 a. m., 12.10, 1.00, 1.00, 2.20, 4.05, 4.23, "4.25, 1.10, 2.20, 2.00, 9.5, 10.00, 2.20, 4.05, 4.23, "4.25, 1.10, 2.20, 2.00, 9.5, 10.00, 2.20, 4.05, 1.20, 11.20, 11.20, p. m. From Cleveland, "8.20 a. m., "12.30, p. m. From Salamanca, 5.20, "10.00 a. m., "12.30, 7.20 p. m. From Salamanca, 5.20, "10.00 a. m., "12.30, p. m. From Salamanca, 5.20, 7.20, 9.30 p. m., From Beaver Falls, 5.20, 1.10, 7.20 p. m., From Beaver Falls, 5.20, 7.20, 9.30 p. m., From Beaver Falls, 5.20, 7.20, 9.30 p. m., From Beaver Falls, 5.20, 7.20, 9.30 p. m., From Beaver Falls, 5.20, 7.20, 7.20, 9.30 p. m., From Beaver Falls, 5.20, 7.20, 7.20, 9.30 p. m., From Beaver Falls, 5.20, 7.20, BAILROADS, p. m.
For McKessport, Elizabeth, Monongahela City
and Belle Vernon, %:60, 11:06 a. m., %:60 p. m.
From Belle Vernon, Monongahela City, Elizabeth and McKeesport, 7:60 a. m., 12:05, %:505 p. m.
Dally ¶Sundays only, ¶To and from New Cas-

#### RAILEO ADS PENNSYLVANIA RAILROAD. Trains will leave Union Station, Pittsburg.

Trains will leave Union Station, Pittsburg.

## follows (Enatern Standard Time):

MAIN LINE EASTWARD.

Pennsylvania Limited of Pullman Vestibuis Cars
daily at 7:16 a. m., arriving at Harrisburg at 1:55
p. m., Philadelphia 4:45 p. m., New York 7:09
p. m., Baltimore 4:40 p. m., Washington 5:55 p. m.

Reystone Express daily at 1:20 a. m., arriving at
Harrisburg 8:25 a. m., Raltimore 1:15 a. m.,

Washington 12:20 p. m., Philadelphia 11:25 a. 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 2:00 p. m.

Barrisburg Accommodation daily, except Sunday,

5:25 a. m., arriving at Harrisburg 2:50 p. m.,

Day Express daily at 8:00 a. m., arriving at Harrisburg 3:20 p. m., Philadelphia 6:50 p. m., New
York 9:36 p. m., Baltimore 6:46 p. m., Washington 8:15 p. m.

Mall tran Vanday only, 8:46 a. m., arrives Harris-York 9:35 p. m., Fulladelphia 6:50 p. m., New York 9:35 p. m. Baltimore 6:45 p. m., Washington 8:15 p. m. Baltimore 6:45 p. m., Washington 8:15 p. m. Philadelphia 10:35 p. m. Mail Express daily 12:25 p. m., arriving at Harrisburg 10:60 n. m., connecting at Harrisburg 10:60 n. m., connecting at Harrisburg 10:60 n. 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., Falltimore 6:20 a. m., Washington 7:30 a. m., Philadelphia 5:35 a. m. and New York 7:40 a. m., Philadelphia 5:35 a. m. and New York 7:40 a. m., Philadelphia 5:30 a. m., New York 9:30 a. m., Philadelphia 5:50 a. m., New York 9:30 a. m., Philadelphia 5:50 a. m., New York 9:30 a. m., Philadelphia 5:50 a. m., New York 9:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Philadelphia 5:50 a. m., Washington 7:32 a. m. Durg 3:30 a. m., Philadelphia 6:50 a. m., New York 9:20 a. m., Pailtimore 6:20 a. m., Washington 7:23 a. m., Eaitimore 6:20 a. m., Washington 7:25 a. m., Eaitimore 6:20 a. m., Washington 7:25 a. m., Eastern Fire of Brooklyn Annex." for Brooklyn, N. 1:50 p. m. of Brooklyn Annex." for Brooklyn, N. Y avoiding double ferriage and Journey through New York City.

Johnstown Accom., except Sunday, 3:40 p. m. 10:30 p. m. Sundays. Greensburg Express 5:15 p. m., except Sunday. Derry Express 11:00 a. m. except Sunday. Bridge 11:10 p. m. 12:10. 12:10 p. m. 12:10 p. 12:30 p. 12:30 p. m. 12:10 p. p. 12:10 p. 12:

For Monorga HeLA Davisson.
On and apter MAY 25, 1891.
For Monongahela City. West Brownsville and Uniontown 10:09 a.m. For Monongahela City and West Brownsville 7:25 and 10:49 a.m., and 4:00 p.m. On Sunday, 8:55 a.m., and 1:01 p. m., and 4:50 p.m. On Sunday, 8:55 a.m., and 1:01 p. m., week-daya. Drawosburg Accom., 8:00 a.m., and 3:20 p. m. week-daya. West Elizabeth Accom., 8:35 a.m., 4:15, 6:30 and 11:25 p. m. Sunday, 9:49 b. m.

P. M.
WEST PENNSYLVANIA DIVISION.
ON AND AFTER JUNE 20, 1881.
From FEDERAL STREET STATION, Allegheny From FEDERAL STREET STATION, Allegheny City:For Springdale, week-days, 6;20, 3:45, 9:25, 10:40, 11:50 s. m., 1:30, 2:25, 4:00, 5:05, 5:45, 6:10, 6:20, 5:01, 10:30, and 1:40 p. m. Bundays, 12:35 and 9:30 p. m.
For Butier, week-days, 6:20, 8:45, 10:40 s. m., 2:15 and 6:10 p. m.
For Freeport, week-days, 6:20, 8:45, 10:40 s. m., 2:15, 4:00, 5:00, 8:10, 10:30 and 11:40 p. m. Sundays, 12:35 and 9:30 p. m.
For Apollo, week-days, 10:40 s. m. and 5:00 p. m.
For Paulton and Blairsville, week days, 6:55 s. m., 2:15 and 10:20 p. m. For Paulton and Bisfraville, week days, 6100 m. m., 515 and 10159 p. m.

APThe Excelsion Baggage Express Company will call for and check baggags 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.

CHAS. E. PUGH.

J. R. WOOD,

General Manager.

Gen'l Pass'r Agent.

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

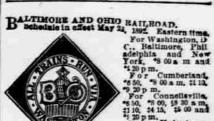
Northwest System-Fort Wayne Route North west System—Fort Wayne Route
Dwarf for Chicago, points intermediate and beyond:
1.20 a.m., \*7.10 a.m., \*12.20 p.m., \*1.00 p.m., \*8.45
p. m., 111.30 p.m. Arrive from same points: \*12.06
a.m., 111.50 a.m., \*6.35 a.m., \*6.55 p.m.,
6.45 p.m.
Dwarf for Toledo, points intermediate and beyond:
77.10 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.,
Dwarf for Cleveland, points intermediate and
beyond: \$6.10 a.m., \*7.10 a.m., \$1.30 p.m.,
\*11.05 p.m., \*5.50 p.m., \$1.50 p.m.
Dwarf for Martins Ferry Bridgeport and Bellaber:
6.10 a.m., \$1.30 p.m., \$1.30 p.m.
Dwarf for Martins Ferry Bridgeport and Bellaber:
6.10 a.m., \$1.30 p.m., \$1.50 p.m.
Dwarf for New Cast E.y. Youngstown, Ashtabula, points intermediate and seyond: \$7.20 a.m.,
\$12.30 p.m. Arrive from same points: \$1.25 p.m.,
\$8.40 p.m.

18.40 p.m. ARRIVE from same points: 71.20 p.m., 18.40 p.m. DEFART for New Castle, Jamestown, Youngstown and Niles, 13.45 p.m. ARRIVE from same points: 18.40 a.m. DEFART for Youngstown, 12.20 p.m. ARRIVE from Youngstown, 6.45 p.m.

Bouthwest System-Pan Handle Route Depart 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. Assive from same points: "2.20 a.m., "6.00 a.m., "5.50 p.m., Depart for Columbus, Chicago, points intermediate and beyond: "1,10 a.m., †12.05 p.m. Assive from fame points: "2,20 a.m., †3.06 p.m., Depart for Washington, †6.15 a.m., †8.35 a.m., †1.55 p.m., †8.30 p.m., †4.55 p.m., †4.50 p.m., Assive from Washington, †6.55 a.m., †7.50 a.m., †8.50 a.m., †10.25 a.m., †2.35 p.m., †6.50 p.m., †1.205 n.m., †2.65 p.m., †2.65 p.m. louthwest System-Pan Handle Route

PULLMAN SLEEPING CARS AND PULLMAN DINING CARS THE 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 Pittaburgh Union Station at 9 o'check p. m.
Then Tables of Through and Local Accommodation Trains of either system, not mentioned above, can be obtained at 110 Fifth Avenue and Union Station, Pittaburgh, and at principal ticket offices of the Pennsylvania Lines West of Pittaburgh,
Phally. †Ex. Sunday, IEx. Saturday, ¶Ex. Monday, JOSEPH WOOD, E. A. FORD. Special Notices.

\*Daily. †Rr. Sunday. ‡Rr. Sate JOSEPH WOOD, General Passenger Agent.



For Unfontown, 1650, '800, 58 30 a m; 11 10, 46 15 and 15 03 For Mt. Pleasant, 1658 and 1800 a m; Il III, 18 and 15 00 p m.

For Washington, Pa., 7 20, 58 10 and 19 30 a m., 402, 15 10 The Westing, 7 20, 18 10 and 19 30 a m., 402, 7 30 p m. For Cinciunati and St. Louis, 7 20 a m and 7 4

For Cinclunati and St. Louis, 7 20 a m and 7 42 pm.

For Columbus, 7 20 a m and 7 20 pm.

For Newark, 7 20 a m and 7 30 pm.

For Chicago, 7 20 a m and 7 30 pm.

For Chicago, 7 20 a m and 7 30 pm.

Trains arrive from New Trains, 7 20 pm.

From Wheeling, 7 20 am, 7 20 pm.

From Wheeling, 7 20 am, 7 20 pm.

From Wheeling, 7 20 am, 19 45 am, 14 45 7 36 am, 2 40 pm.

Parlor and seeping cars to Baltimore, Washington, Cinclunati and Chicago, 7 20 pm.

Parlor and seeping cars to Baltimore, Washington, Cinclunati and Chicago.

Toliy: Dally except Sudday, Munday only.

Balturday only. Thalis except Saturday.

The Pitsburg Transfer Company will call for and check baggage from hotels and residences upon orders left at B, & O, ticket office, coreer Fifth ayenus and Wood street, and 600 Smithfield street.

A LLEGHENY VALLEY BAILWAY CO.

A Taking effect June 25, 1892, trains will leave and arrives at Union station, Pittaburg, easiern standard time: Buffalo express—Leaves at 9:20 a. m., 8:50 p. m. (arriving at Buffalo at 5:48 p. m. and 7:20 a. m.,); arrives at 7:05 a. m., 6:35 p. m. (It y and DuBois express—Leaves 6:00 a. m., 8:20 a. m., 1:30 p. m.; arrives 1:00, 6:35, 10:20 p. m. Embenton—Leaves 3:45 p. m.; arrives 1:00 a. m. Hittanning—Leaves 9:05 a. m., 5:00 p. m.; arrives 8:35 a. m., 1:35 p. m., 6:20 p. m., 5:00 p. m.; arrives 8:35 a. m., 1:45 p. m., 6:15 p. m.; arrives 6:40 a. m., 8:05 a. m., 1:45 p. m., 5:40 p. m., 2:40 p. m. valley Camp—Leaves 10:15 a. m., 2:30, 9:30, 11:30 p. m.; arrives 6:40 a. m., 1:30, 4:40, 11:40 p. m. sunday trains—Buffalo express—Leaves 9:20 p. m. Sunday trains—Buffalo express—Leaves 9:25 p. m. survives 9:18 p. m. Hittanuling—Leaves 9:25 a. m.; arrives 9:18 p. m. Braeborn—Leaves 9:25 p. m.; arrives 7:10 p. m. Priliman parlor buffet car on day trains and Pullman sleeping car on night trains between Pittsburg and Buffalo. Ticket offices, No. 10 Fifth avenue and Union station.

DAVID M'CARGO, JAMES P. ANDERSON, Gen'lsupt.

DITTSBURG AND WESTERN RAILWAY—

Schedule in effect May 15, 1892 (Central time)\*

Depot cor. Anderson st. and River av., Alleghenv.

Depart for Chicago, 7:00 p. m. Solid train
with Pullman sleeping car. For Kana,

Bradford, 7:10 a. m. For Charlon, 7:18

a. m., 7:00 p. m. For Foxourg, 7:10 a. m.,

12:00, 14:25 p. m. For Buffalo, Erle, Meadville,

7:10 a. m. 7:00 p. m. For Akron, Cleveland,

7:10 a. m., 7:00 p. m. For New Castle,

7:10 a. m., 7:00 p. m. For Buffalo,

10:20 a. m., 7:00 p. m. For New Castle,

7:10 a. m., 7:00 p. m. For Buffalo,

10:20 a. m., 16:45 p. m.; Fox Buffalo,

10:20 a. m., 16:45 p. m.; Foxburg, 19:05, 11:30

a. m., 16:45 p. m.; Erle, 18:55 p. m.; Greenville,

Mercer, 11:23 a. m., 16:56 p. m.; Greenville,

Mercer, 11:25 a. m., 16:50 p. m.; Greenville,

2:25 p. m.; Buffer, 17:00, 19:05, 11:30 a. m.,

7:26 p. m.; From Chicago, 11:55 a. m.,

\*\*Pally, \*\*Except Sunday,\*\*