1

Contradictory Statements About the Lower Union Mills.

STRIKERS STILL CONFIDENT.

Sheenberger & Co. Operating Their Steel Department.

NEWS OF THE GREAT LABOR WORLD

"The strike is over." That is what General Manager Dillon said yesterday to a DISPATCH reporter who saw him regarding the starting of the Lower Union Mills.

The strikers thought differently, and when informed of Mr. Dillon's idea of the situation a few of them laughed the thing off and offered pretty stiff bets that the general manager was wrong for once in his life. Whatever the true state of affairs may be, it is certain, and even admitted by the strikers, that 16 furnaces are in full blast at the Twenty-ninth street plant. The Amalgamated men claim, however, that not a stroke of work is being done within the mills. There are about 38 of the colored workers from the Black Diamond region at work keeping the furnaces

going, and about 350 workmen. Mr. Dillon claims to be turning out a few orders of merchandise, but very little. They will be prepared, however, he says, to start the mill in first-class running order by the end of this week.

Three Strikers Go to Work.

It was reported yesterday morning that 20 of the old employes applied for their old places. An investigation proved the rumor to be false. There were three men who did apply. They were Michael Brick, James Bray and Michael Murphy.

There was no excitement of any kind about either plant yesterday. The greater number of the strikers spent the afternoon at the hall on Thirty-fourth street. It was payday among the men who had acted as scouts and watchmen, and for those who claimed to be in actual need. The room was crowded all day, and the men eagerly dis-cussed the Shoenberger trouble. Manager Dillon confined his attention al-

most exclusively to the Lower Union Mills vesterday. Many of the reports given out differed to a remarkable extent. The re-port that a break was likely to occur in the ranks of the Lawrenceville strikens has no apparent foundation.

Their Ranks Still Unbroken.

The men seemed more solid than ever yesterday and the paying off of the men seemed to enthuse the entire body. No breaks were reported from either the Twenty-ninth or Thirty-third street plants

yesterday.

In a talk which a DISPATCH reporter had with a prominent official of the Amalga-mated Association yesterday it was given as a plain inference that the Association would make a hard fight to win the Shoenberger strike. The reason given for this statement was that the mill had always been an Amalgamated stronghold; that it was about the last of the mills they had to fight, and that it would be very hard with the heads of the organization if they lost this last battle. It was about a year ago that there had been some slight trouble of a similar character in the Bessemer department of Shoenberger's mills, but it was not sanctioned by the Amalgamated Association. The consequence was that the men lost their jobs, every man. What stand the association would take on the merits of this present fight in secret session the reporter's informant could only surmise.

UNABLE TO AGREE.

Coal Operators Fall to Decide "Upon Plan to Cut Down the Price of Mining -Another Meeting to Be Held Next Week.

The coal operators met in the Iron Exchange building yesterday, to further discuss the reduction in the price of mining coal | trouble se About 20 coal men were present and every firm had its representative there.

The meeting yesterday was a warm one, and at times the discussion was decidedly interesting. The chief trouble now is in getting the operators into line. They cannot agree upon a course of action. The in-terests of the companies are so varied that what suits one displeases the other. They feel that unless they stand together on the question of demanding a reduction of half cent a bushel on mining coal, thus wiping out the discrimination between the railroads and boats, little hope of winning in case of a strike can be entertained.

strike can be entertained.

In order to accomplish this end more surely an ironclad agreement has been drawn up, and each firm asked to sign it. Five companies still refuse. The other companies are using their influence to have the dissenting ones put down their names

These companies are also holding off, on account of the date set for this agreement to go into effect. It was first set for September 10, but this will likely be changed, as the time is too short to allow the large dealers to arrange their contracts. If it is changed it will be for only a few days, as the operators want as much time as possible to prepare for the fall trade, and in case of a strike put themselves in condition to make a long struggle. It is also under-stood that it is the intention to make a complete shutdown and refuse to receive any coal'at 31/2 cents after the date is finally de-

The operators say they were made the victims of sharp dealing and circumstances when the price was raised before, and they intend to do all they can to win now. Formerly during a strike a few companies were allowed to run headings and mine enough coal to supply the local trade. This permitted the companies to retain their trade. The present move is to change this and allow no coal to be handled by the boats till the reduction is granted.

AT THE CLINTON MILLS.

No Trouble Between the Firm and Their Old Emp'oves.

The statement made regarding the cut in wages at the Clinton Mills was not quite correct. The only difficulty in connection with the employment of the old employes was that the company did not want the men at any price. On the other hand the men assert that they have good jobs and are not stuck on going back to the Clinton Mills to

They had simply made applications for their old positions with the expectation of bettering themselves and found they could not do it. That was the case in a nutshell.

Scale Reductions Made. The National Rolling Mill, of McKeesport, has ordered some slight reductions in the wages of rollers, roughers, etc., according to the agreement on the recent scale between the manufacturers and the Amalgamated Association. About 80 men are affected by the reduction. Some are working eight-hour turns, and, being all tonnage men, they desire to go back to 12-

A New Tin Plate Plant, A company was organized yesterwith a capital of \$100,000 for the erection of a new tin plate mill at Braddock. The capitalists interested in the scheme will select a site in a week or two. It is said that a site has been purchased in Braddock, also, for a new nutlock works in which a number wealthy men are interested.

Steel Billets Again. The Duquesne Steel Works started again to make billets yesterday. The mills have been used in turning out steel rails to help

THE MILL RUNNING.

Shoenberger & Co. Have No Trouble Operating the Steel Department-Refuse to Confer With Amalgamated Officials-Strikers Returning to Work. The strike at the Shoenberger's Juanita mills to all appearances is over.

The Bessemer mill started in good time with the necessary complement of men for a single turn. In the converting department 37 men were put to work at 7 o'clock A. M. This is the usual number employed in this department for one complete turn. Fourteen of the 37 men at work were of the old force. This gang was relieved late last night by another crew. In the blooming department there was a full

turn working, with more than half the number from the strikers' ranks. THE DISPATCH reporter received per-mission to take an uninterested member of the Amalgamated Association through both the converting and blooming departments of the mill for the purpose of assuring himself that the work done was satisfactory. The reporter was assured by this expeworker that the heats and rolls made in the mill were perfect.

None of the iron departments are run-ning. The firm asserts it is not anxious to start them for a short time to come. The 112-inch plate mill is idle just now, although the furnaces are started. The roll-ers are waiting and under pay, and the bigger part of the crew are in readiness to go to work. All the firemen, engineers and helpers in the steel department are on hand, leaving that branch of the mill fully equipped without the need of a single

There were altogether about 700 men em-ployed in the mill when the strike was called. In the steel department alone there were 300 men employed yesterday, leaving the iron department, which the firm does not care to run for a week or two, idle.

President Weihe and Vice President Sheehan called at Shoenberger & Co.'s offices yesterday, and asked for a confer-The firm replied that they would confer individually with the men or with Messrs. Welhe and Sheehan as the representatives of the men as individuals, but would not under any consideration meet representatives of the Amalgamated Association. Both officers of the organization then withdrew and returned to headquar ters. Here they held a long conference, the result of which they would not make known. Mr. Weihe refused to say anything in regard to the latest phase of the

The men held a meeting during the after-noon at their lodgerooms on Liberty, near Eleventh street. Nothing definite was de-

WILL RESUME ON MONDAY.

Hope of a Satisfactory Settlement at th Elba Iron Works,

General Manager T. B. Everson, of the Elba Iron Works, said yesterday in relation to the reported trouble at the mills of the Oil Well Supply Company, that work would likely be resumed on Monday. The statement made that the company had signed the scale was not altogether correct. There were certain prices yet to be arranged. He did not know how the rules of the association would affect the establishment of a third turn at the works. The men had strongly objected to such a pro ceeding, but the company, according to Mr. Everson, are determined to have one. It would, of course, increase the number of puddlers by one-third, but when it came right down to a matter of discussion he was not quite sure that they would need any puddlers. The company was rather in-clined to buy steel billets at minimum prices and work them in the mills, dispensing altogether with their puddling depart-

The chief objections of the men to a third turn are that they would lose a heat or per-haps two on going off and coming on. Again they claim that the turns go over eight hours, consequently it would be impossible to run three turns in 24 hours.

The company look at the matter in a dif-ferent light. A definite settlement of the meeting with the men has been arranged for Sunday evening next. The mills employ 2,100 men.

PLAYS TO COME.

HARRY WILLIAMS' Academy has a strong attraction booked for next week. In spite of the interference of constables with Mr. Edwards, the Homestead workman, whose children are such strong musical attractions, the World's Museum has done a rattling business this week. Among the natting business this week. Among the novelties for next week will be the Goat Paradox and Mahomet, a horse that understands six languages, and is rather more intellectual than the average man. The original Bostonian Variety Company will be in the theater.

Manager Harry Davis has his hands full these days. His Harrisburg museum opened on Monday last, and is reported to be doing a wonderful business. The other houses at a wonderful business. The other houses at Jolinstown and Altoona will open next week. The wax works at Mr. Davis' Eden Musee in this city are attracting much favorable attention. By the way, "Nelsonia," who is exhibiting here this week, is a remarkable traveler, and he can show a date book which proves that he has traveled over 169,000 miles during his professional career.

THE lobby of the Duquesne Theater is scribable color, that is a brown and vet not a brown, and so bright that it approaches something warmer. The boxes proaches something warmer. The boxes within are being retouched and new curtains are being hung in them, so that the little theatre when it reopens on Monday will be prettier than ever. Thomas W. Keene will start the new season here with "Richellen" Tues asy evening, "Hamlet" Wednesday, "Louis XI." Thursday, "Othello" Friday, "Merchant of Venice" Saturday matinee and "Richard III." Saturday night, Box office now open.

"THE CHARITY BALL," with a strong metro politan cast and under the management of Daniel Frohman, of the Lyceum T. eater, New York, will be the attraction to open the Alvin on September 5. The well-known ex-Alvin on September 5. The well-known excellence of companies bearing the Frohman
name has caused that name to be regarded
as a sort of trade mark, and "The Charity
Ball" on its visit here last season fully kepup its reputation. This year the company is
said to be even stronger than then. It has
had weeks of careful rehearsal under the
watchful eye of Manager Frohman himsoif,
and with its entirely new scenery and hadsome costuming ought to make the Alvin's
opening on Monday quite an event.

The first important novelty of the seeson

The first important novelty of the season will be seen at the Grand Opera House on Monday next. It is an extravagenza called "Telephonis," written by Lou Leubrie. A "Telephonia," written by Lou Leubrie. A good deal of stress is laid upon the scenery for this production, Mr. Seavy having painted a series of accurate pictures of Genoa, Italy and Palos, the port from which Columbus saited, and finally of our own beloved Coney Island. To finish with, there is a grand transformation scene. Further than this, "Telephonia" is something of a sealed book, but it is probably safe to expect a liberal display of leminine beauty and perhaps a bailet, for an extravaganza without fair damaels and lots of dancing is apt to be a penitential performance.

THERE is no mickle shout it "The

THERE is no mistake about it, "The Limited Mail" last season made the biggest hit of all the railroad plays. Without ques-tioning the sensational merits of this play it is safe to say that it owed a considerable part of its success to the effective boosting it received from Elmer Vance's friends and co-workers, the telegraphers all over the country. Mr. Vance has the reputation of country. Mr. Vance has the reputation of being one of the Isstest operators in America, and wherever he went with his play last year the news would flash along the wires from one telegraph office to another, and every operator would become an active advance agent for the melodrama. It was seen here last season and pleased a great many people, and when it comes to the Bijou next week it will contain all the electrical effects it had last season and among some novelties the child actress, Beatrice, who its said to be a remarkable dancer. There will be a special matinee on Monday, Labor Day, as well as the regular matinees on Wednesday and Saturday.

Dn Wrr's Little Barly Risers. No griping no pain, no nauses: easy pill to take.

THE STORIES DIFFER. the Edgar Thomson Works for several IT FAVORS THE BULLS

The Monthly Oil Report Shows Almost a General Decrease.

INCREASE IN DRILLING WELLS.

Wells in the Fouthwest Are Shown to Have Improved Largely.

A STEM IN THE UNDERCLIFFE HOLE

The monthly oil report for August is slightly bullish. There is an all-around decrease except in the matter of drilling wells. At the end of July there was a decrease of 51 in wells drilling, while now there is an increase of 39. This is almost offset again by the number of new rigs, which has changed from an increase of 7 on July 31 to a decrease of 22 on August 31. The average of productive wells has dropped from 78 in July to 71% barrels in

August. In July the new production was 10,069 barrels, while the month just closed can only show 7.859 barrels, a decline of 2.210. All but ten barrels of this decrease can be accounted for in the Butler and the southwest.

Last month the figures for July were just about reversed, as in July there was an increase in everything except drilling wells, and now there is a decrease to report in every department except in drilling wells. There was the greatest falling off in production in the wells of the Butler district. In August the appropriet of the productive wells.

There was the greatest almig on in production in the wells of the Butler district. In August the average of the productive wells was only '29½ barrels, while in July it was almost double those figures, or 55½ barrels. There was only one less well completed in August yet the new production dropped from 1,278 in July to 645 in August. The big July showing was largely due, however, to the big well which Thomas W. Phillips brought in during that mouth.

There was little or no change in the number or size of the upper country wells. In the Allegheuy and Bradford, the middle field, and Venango and Clarion fields there were 27 wells completed in August with a total production of 93 barrels a day, while in July there were 25 wells finished up with an azgregate cutput of 108 barrels a day, a difference of only 2 in the number of wells, and 10 barrels in production.

The Southwest Showing Strong. Although there has been a decrease of \$8 or from 131 to 93, in the number of produc-tive wells completed in the southwest distriet they have proven to be much better wells as a whole than in July. The decline in new production has been 1,557 barrels, or from 8,688 in July to 7,121 in August, while the average daily output of the new wells has increased from 65% in July to 76% in Au-gust.

gust.
The dry holes reported in the southwest in July ran up to 34, while in August only lo were barren. Taken altogether this is a favorable showing for the Southwest territory. The Sistersville field has been an important factor in southwest work, and has led McDonald in almost everything save production.

duction.

The outlook for new work during the coming month is first-class. Notwithstanding that the McDonald pool has been about corralled, the Forest Oil Company's strike

corrailed, the Forest Oil Company's strike on the Gregg farm promises to cause many new wells to be put down south of the old McCurdy pool.

Patterson & Sohn's lucky venture near Undercliffe will lead to a lot of new drilling in that locality, and down at Sistersville two firms alone have started over 20 rigs. There are at present 39 more strings of tools running than at the end of July, and in the southwest there has been an increase of 44 over the month of July.

There is, however, a slight decrease in

There is, however, a slight decrease in riss, but there is a total increase of 17 in drilling wells and rigs combined.

	1	Recap	tulatio	on.		
Summary	ofco	mpleted	wells:			
Field.	Com.	July.	Dry.	Com.	Pro.	
llegany	1 3	15	0	3	15	0
ddle F	13	56	0	10	55	3
uango	1 9	82	2	14	23	6
tler	1	1,278	5	22	645	8
uthwest.		8,688	34	98	7,121	16
Total	179	10.069	41	142	7,859	82

Average productive wells January, 84 8-10 bbla. Average productive wells February, 67 4-10 Both the method and results when Average productive wells March, 75 3-10 bbls. Average productive wells April, 50 8-10

Average productive wells in May, 57 bbls. Average productive wells in June, 73 34 bbls. Average productive wells in July, 73 bbls. Average productive wells in August, 71½ bbls.

Summary of New Work.

		July.		August.		
	Dr'g	Rigs	Total	Dr'g	Rigs	Total
Allegany	3	2	5	8	2	5
Middle Field	12	2	14	8	1	9
Venango	9	13	22	7	4	11
Butler Armstrong	37	17	54	38	14	52
Southwest	142	62	204	186	53	239
Total	203	96	299	242	74	216
Increase drill	ing v	rells,	39.			

Decrease rigs, 22. Total increase, 17. Reports From the Fields. Patterson & Sohn have met with an assident at their well on the Kessler farm back of Undereiffe. Yesterday while low-

back of Undercliffe. Yesterday while lowering the tools the jars broke and the stem
dropped to the bottom of the hole. The well
is making about 15 barrels an hour.
The Forest Oil Company was still drilling
in the fourth sand yesterday at its well on
the Devine farm in Northeastern McCurdy.
S. S. Wilson expects to reach the sand
early next week on the Gibson property at
Oakdale.
The Philadelphia Company is drilling in
the Gordon sand at its well on the Leech
farm, in the Northeastern end of the Mc
Curdy field.
The Moore Oil Company expects to reach
the fifth sand to-day on the Oak Ridge Coal
Company's property, half a mile east of
Oakuale. It is a good gasser in the fourth
sand.

The Gauges.

The production of McDonald was 18,000 yes terday, the same as the day before. The hourly gauges of the larger wells at McDonald yesterday were as follows: Royal Gas Company's No. 1 Mark Robb, 20. The esti-mated production was 18,000; stock in the field, 45,000.

Runs and Shipments. National Transit Company runs were 51,481; shipments, 25,444. Southwest Pennsylvania runs from Mc-Donald were 18,322. Outside of McDonald, 14,363. Buckeye runs, Macksburg division, 6,658; shipments, none. Shipments from the

Lina division, 44.457; runs, 66,626. The Eureka runs were 14,357; shipments, 1,908. Southern Pipe Line shipments, 14,920. New York Transit shipments, 36,530.

The Tidewater Pipe Line runs on the 29th were 5,425; total, 101 861; average, 3,512. Shipments were none; average, 7,396; total, 138.642. The runs on the 39th were 6,804; total, 108.666; average, 3,622. Shipments, 24,783; total, 238,-425; average, 7,947.

The Oil Market.

Range of the September option: Opening, 55c; highest, 55%c; lowest, 55c; closing, Range of the September option: Opening, 5514c; highest, 555c; lowest, 55c; closing, 555c.

Refined oil-New York, 6.10c; London, 4546 4 13-16d; Antwerp, 147.

New York, Aug. 3i.—There was an active business in petroleum, resulting from switching September contracts into October. The market opened steady, declined ½ and closed steady; Pennsylvania oil, spot sales, none. September option—Sales, 225,000 barrels; opening, 555c; highest, 554c; lowest, 554c; lowest,

THE TORRENCE KITCHEN SCHOOL.

Miss Kate Negley Is Elected to Be

Miss Kate E. Negley, of the East End, was elected Superintendent of the Southside school kitchen 'yesterday at a meeting of the Industrial Committee of the Central Board. The committee also decided to name the school kitchens, the same as the sub-district schools, and the school at the Grant was christened the Phipps, in honor of Mr. Henry Phipps, the gentleman who made school kitchens possible in this city by an endowment, and the Southside school the Torrence, in honor of Mr. D. R. Torrence, of the Central Board of Education and the Chairman of the Industrial Committee.

Miss Ballou will remain in charge of the Phipps school, while Miss Neglev will preside at the Torrence. It will be located at the Knox sub-district in the Thirtieth ward, and from the interest displayed by the Southside pupils last year it is expected to be more successful under Miss Negley's guidance.

OPENING OF THE SCHOOLS.

Pittsburg's Will Commence on Labor Day, but Allegheny's on Tuesday. Notwithstanding the fact that next Monday is Labor Day the Pittsburg schools will then open their doors and will begin the fall term. Only preliminary work will be done, such as getting the pupils graded and assigning the lessons for the following day. After this is finished the scholars will be dismissed and have the balance of the day

for a holiday.

The Allegheny schools will not open until Tuesday. Superintendent Morrow thought it would be a waste of time to hold a short session on Monday, so dispense

The coming school term promises to be unusually successful on both sides of the river according to the school superinten-dent. All the teachers have been spending enjoyable vacations and are anxious to ge back to work again.

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A Group of Attractions the world over. If women would remember that to be thoroughly healthy, that to be fleshy yet not fat; to have that bright complexion and brilliant eye of perfect health, it is only necessary to sleep, eat, and digest well. Johann Hoff's Malt Extract makes the digestion perfect. This then compels you to eat and sleep well. Consequently the genuine Johann Hoff's Malt Extract makes women beautiful and attractive. Try it. The genuine have the signature of "Johann Hoff" on the neck of the bottle. Eisner & Mendelson Co., N. Y., Sole Agents. Th EUROPEAN STE MEHIP

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First cabin, % and upward: second cabin, % an

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URIAH WELCH, Sea Girt, N. J.

SPEND SEPTEMBER AT THE NEW KENT HOUSE. On Lake Chautauqua, Lakewood, N. Y.

Rates Reduced for September Guesta. Rates Reduced for September Guests. Fine bird shooting; good fishin:; weather delightful—warm days, cool nights, under blankets. Cuisine unsurpassed; in September our fruits and vegetables of every variety are furnished in procusion from our own—the famous New Kent House Farm.

As is well known, the New Kent is the finest Autumn resort in America, and Pittsburgers returning home from the North and East should arrange to stay over a week or two in September, the Queen month on Queenly Lake Chautauqua. Hotel perfectly equipped.

equipped.

For illustrated circular, giving full information, diagrams of rooms, etc., etc., address the NEW KENT HOUSE CO., Lakewood, N. Y.

THE MAN WITHOUT A STOMACH 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, little trouble from this source occasionally, wrong action of the stomach causing dyspepsis, etc., and often the trouble extends, involving the liver and bowels, whence we find biliousness and constipation. We find also that the bowels and kidneys (nature's sewage system) become clogged with effets matter, from which comes impure blood, bolls, 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 heros, which can not injure even the most delicate constitution, and as a cure for dyspepsia, biliousness, constipation, bad blood, etc., succeeds in 99 cases out of 100.

THE ONLY LICENSED DRUGSTORE IN THE CITY.

Liquors for MEDICINAL Purposes CALIFORNIA PORTS, SHERRIES, ETC. At 50c a Quart.

PURE OLD RYE WHISKIES

From \$1 to \$1 50 Per Quart. G. EISENBEIS.

(Successor to H. P. Schwartz,) WHOLESALE AND RETAIL DRUGGIST, 113 FEDERAL ST., Altegheny, Pa.

Preserve Your Old

FAMILY SILVER

VALUABLES By storing them in the superior vaults

123 FOURTH AVENUE.

ESTABLISHED 1870. BLACK GIN

FOR THE KIDNEYS,

the Urinary Organs, Gravel and Chronic Catarrh of the Bladder.

The Swiss Stemsch Blitters
TRADE MARK. are a sure cure for Dyspensia, Liver Complaint and every species of inilgestion. digestion.
Wild Cherry Tonic, the most popular preparation for cure of Coughs, Colds, Bronchitis and lung troubles.

Either of the above \$1 per bottle, or \$6 for

WALL PAPER REMNANT SALE.

\$5. If your druggist does not handle these goods write to W.M. F. ZOELLER, sole M'tr., Pittsburg, Pa. ja2-57-rrs

Send for samples of wall paper. Sent free. We have made new samples this week that beat all previous prices. We are determined to sell everything. Do you want to buy wall paper? If you don't want to come or if out of the city send for samples. They don't cost you a cent, not even postage, and they cost us from 6c to 15c for postage alone. It would be foolish to send samples of wall paper at our own expense if the prices were not the lowest.

G. G. O'BRIEN, PAINT AND WALL PAPER STORE. 292 FIFTH AVENUE.

Three squares from Court House, Remnant sale continued till September 16

RAILRO 1DS.

PITTSBURG AND LAKE ERIE KAILROAD Company. Schedule in effect May 15, 1892. Central time.—DEP ART—For Cleveland. 78,00 a. m., 1.55, 4.20, "9.45 p. m. For Cincinnati, Chicago and St. Louis, "1.55, "9.45 p. m. For Buffalo, 8.00 a. m. 81,00 m., 10.55, 4.20, "9.45 p. m. For Buffalo, 8.00 a. m., "1.55, "9.45 p. m. For Bussmanca, "3.00 a. m., "1.55, "9.45 p. m. For Youngstown and New Castle, 6.00, "9.45 p. m. For Chariters, "1.55, 2.20, "4.20, 5.0, "4.40, 5.0, "4.20, 5.0, "4.20, 5.0, "4.20, 5.0, "4.50 p. m. For Chariters, "1.55, 2.20, "4.20, 5.0, "4.65, "1.00, 1.00, 1.00, 2.00, 3.20, 4.05, "3.10, 11.30, 11.30, 11.45 n. m., 12.10, 1.00, 2.00, 3.20, 4.05, "3.40, "4.25, "3.10, 5.20, "5.00, ¶5.45, 10p. m.

ARRIVE—From Cleveland, "5.20 a. m., "12.30, 5.15, "7.20 p. m. From Buffalo, "6.20 a. m., "12.30, \$10 p. m. From Buffalo, "6.20 a. m., "12.30, \$10 p. m. From Bushmanca, "1.20, "10.60 a. m., "12.20, "10.60 a. m., "12.20, "10.60 a. m., "12.20, "10.60 a. m., "12.20, 1.00, \$115, "7.20, 9:20 p. m. Pro C. & Y. trains for Mansfield, "1.37 a. m., 12.10, 4.50 p. m.

P. C. & Y. trains from Mansfield, "1.31, 11.50 a. m., P. McK. & Y. R. H. DEFART—For New Haven, "2.10, 5.125, "10.00 a. m., "12.20, "10.70 p. m. Frow Haven, "2.27 p. m. From Beechmont, 7:31, 11.50 a. m., P. McK. & Y. R. H. DEFART—For New Haven, "2.10, 5.125, "10.00 a. m., "12.70, p. m. For West Newton, "5:20 a. m., "3:10, 5:25 p. m. p. m.
For McKeesport, Elizabeth, Monongahela City
and Belie Vernon, %:40, 11:06 a. m., %:00 p. m.
From Belie Vernon, Monongahela City, Elizabeth and McKeesport, 7:40 a. m., 17:35, %:156 p. m.
*Daily, Sundays only, \$To and from New

BALEBOADS

PENNSYLVANIA RAILROAD. IN EFFECT JUNE 13, 1892. Trains will leave Union Station, Pittsbu

Trains will leave Union Station, Pittsburg as follows (Eastern Standard Time):

MAIN LINE EAST WARD.

Pennsylvania Limited of Puliman Vestibule Care daily at 7:15 a. m., arriving at Harrisburg at 1:55 p. m., Philadelphia 4:45 p. m., New York 7:00 p. m., Baitimore 4:20 p. m., Washington 5:55 p. m., Easternore Express daily at 1:100 a. m., arriving at Harrisburg 8:25 a. m., Baitimore 11:15 a. m., Washington 12:20 p. m. Philadelphia 1:25 p. m., New York 2:00 p. m.

Alantic 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 10:20 a. m., Philadelphia 1:25 p. m., New York 2:20 p. m., Estimore 3:25 p. m., arriving at Harrisburg 3:20 p. m., Philadelphia 6:50 p. m., New York 9:25 p. m., Baitimore 3:45 p. m., Washington 3:18 p. m.

Mail Express daily 12:50 p. m., arriving at Harrisburg 1:00 p. m., connecting at Harrisburg 1:00 p. m., connecting at Harrisburg 1:00 p. m., connecting at Harrisburg 1:00 m. Philadelphia 4:25 a. m.

Philadelphia. Express daily at 4:20 p. m., arriving at Harrisburg 1:20 a. m., Philadelphia 4:23 a. m., and New York 7:10 a. m. Philadelphia 4:23 a. m., Eastern Express at 7:10 p. m. daily, arriving Harrisburg 7:10 a. m., Haitimore 6:20 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 6:50 s. m., New York 7:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Edithore 6:20 a. m., Washington 7:30 a. m. All through trains connect at Jersey City with boats of "Brooklyn Annex" for Brooklyn, N.Y., avoiding double ferriage and journey through New York City.

Johnstown Accom., except Sunday, 3:40 p. m. Greensburg Accom., 11:50 p. m., week days; 10:50 p. m. Sundays. Greensburg Express 5:15 p. m., except Sunday. Derry Express 11:50 a. m., except Sunday.

Wall Accom., 5:25, 6:40, 7:40, 8:25, 8:50, 9:40, 10:20, 11:10 a. m., 12:15, 12:50, 12:00, 8:20, 12:00, 12:00, 3:40, 5:00, 4:55, 6:15, 8:90, 9:45, 7:25, 9:10, 12:30, 12:10 p. m., 12:16, 12:50, 12:00, 4:30, 5:30, 7:30, 9:30, 10:30 p. m., 12:10 night.

Wilkinsburg Accom., 5:25, 6:30, 6:40, 10:30, 11:00, 11:10 a. m., 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 12:10, 1

SOUTHWEST PENN BAILWAY. or Uniontown 5:25 and 8:25 a. m., 1:20 and 4:25 p. m. week-days.

For Monongahela City, West Brownsville and Uniontown, 10:40 a. m. 'For Monongahela City and West Brownsville, 7:33 and 10:40 a. m., and 4:30 p. m. On Sunday, 8:55 a. m. and 1:31 p. m. For Monongahela City only, 1:01 and 5:50 p. m. week-days, Dravesburg Accoim. 8:00 a. m. and 3:20 p. m. week days, West Elizabeth Accom. 8:36 a. m., 4:15, 6:30, and 11:35 p. m. Sunday, 9:40 p. m. WEST PENNSYLVANIA DIVISION.

8:10, 10:30 and 11:40 p. m. Sundays, ff:35 and 9:30 p. m.
For Butler, week-days, 6:20, 8:45, 10:40 s. m., 3:15 and 6:30 p. m.
For Freeport, week-days, 6:35, 8:45, 10:40 s. m., 3:15, 4:00, 5:00, 8:10, 10:30 and 11:40 p. m. Sundays 12:35 and 9:30 p. m.
For Apollio, week-days, 10:40 s. m. and 5:00 p. m.
For Paulion and Blafraville, week-days, 6:35 s. m., 3:35 and 10:20 p. m.
3:35 and 10:20 p. m.
3:35 and 10:20 p. m.
3:37 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.
CHAS. E. PUGH, J. R. WOOD. CHAS. E. PUGH.

General Manager.

Gen'l Pass'r Agent.

FROM PITTSBURG UNION STATION. Pennsylvania Lines. TRAINS RUN BY CENTRAL TIME, Northwest System-Fort Wayne Route,

DEPART for Chicago, points intermediate and beyond: "1:20 s. m., "7:10 s. m., "10:20 p. m., "1:100 p. m., "8:45 p. m., 11:30 p. m. ARRIVE from same points: "12:05 s. m., "1:15 a. m., "6:00 a. m., "6:35 a. m., "6:00 a. m., "6:35 a. m., "6:00 a. m., "6:35 a. m., "6:35 p. m., "1:20 p. m., "1:20 p. m., "1:20 p. m., #1:20 p. m. ARRIVE from same points: "1:15 a. m., "6:35 a. m., 16:35 p. m. Depart for Cleveland, points intermediate and beyond: "6.10 a. m., "7.10 s. m., 11:30 p. m., "11:50 p. m. ARRIVE from same points: "3:50 a. m., "DEPART for Martins Ferry, Briggeport and Bellaire: 16.10 a. m., 13:30 p. m., 14:30 p. m. ARRIVE from same points: "1.55 p. m. ARRIVE from same points: "1.55 p. m., R.55 p. m., R.550 p. m. from same points: 19.00 a.m., 17.05 p. m., 18.50 p. m., 18.50 p. m., 19.50 p. m., 1 DEPART for Columbus, Cincinnati, Indian polis, 8t. Louis, points intermediate and beyond: "1.10 a. m... "8.30 a. m... "8.45 p. m... "11.15 p. m. ABRIVE from same points: "2.20. a. m., "5.00 a. m., "5.50 p. from same points: 72.20. a. m., t. 200. points intermediate and beyond: "1.19 a. m., t12.05 p. m. Arriva from same points: "2.29 a. m., t3.05 p. m. Depart for Washington, 15.15 a. m., 18.35 a. m., t1.55 p. m., t2.30 p. m., t4.45 p. m., t8.35 a. m., t7.30 p. m., Arriva from Washington, t6.55 a. m., t7.30 a. m., t8.30 a. m., t2.30 p. m., p. 25.50 a. m., t7.30 a. m., t2.30 p. m., t8.30 a. m., t2.30 p. m., t8.30 a. m., t2.30 p. m., t8.30 a. m., t2.35 p. m., t5.35 p. m., t7.30 a. m., p. 25.55 p. m., t5.35 p. m., t2.35 p. m.,

Sp-cial Notices, Sp-clai Notices.

PULLMAN SLEEPING CARS AND PULLMAN DINING CARS run through, East and West, on principai trains of both Systems.

LOCAL SLEEPING CARS running to Columbus,
Cincinnati, Indianapolis, Cleveland, Toledo and
Chicago are ready for occupancy at Pittaburg
Union Station at 9 o'clock P.

Time Tables of Through and Local Accommodation Trains of either system, not mentioned
above, can be obtained at 110 Fifth avenue and
Union Station, Pittaburg, and at principal ticket
offices of the Penusylvania Lines west of Pittaburg,

**Daily, fex.Sunday, fex.Saturdey, **Ex.Monday,
JOSEPH WOOD.

E. A. FORD, JOSEPH WOOD.

Gen'l Manager.

Gen'l Pass, Agt.

BALTIMORE AND OHIO RAILBOAD—
Schedule in effect May 22, 1892. Eastern time.
For Washington, D.
C. Baltimore, Philidel phila and Now York, 78 00 a m and

"9 20 p m. For Connellsville, "8 50, "8 60, 53 30 a m, 21 10, 24 15, 25 00 and 21 10, 24 15, 25 00 and "9 20 p m. For Uniontown, 25 50, *8 00, §5 30 a m; 21 10, 24 15 and 25 00 For Mt. Pleasant, 16 50 and 25 00 a m; 21 10, 24 15 and 25 00 p m.

For Washington, Pa., 7 20, 18 10 and 27 30 a m,

4 00, 24 45, 77 30 p m.

For Wheeling. 7 20, 18 10 and 29 30 a m, 4 00,

7 30 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, 30 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, Philadelphia, Ballimore and Washington, 6, 30 a m. 7, 30 p m.
Trains arrive from New York, Philadelphia, Ballimore, and Washington, Chicago, 78 50 a m. 7, 40 p m.
Farlor and sleeping, 78 50 and 70 55 a m. 34 15, 75 55 and 78 40 p m.
Parlor and sleeping cars to Baltimore, Washington, Chichmati and Chicago.
"Daily except Sanday, (Sunday only, 15aturday only, 20 ally except Sanday, (Sunday only, 15aturday only, 20 ally except Sanday, and 10 all for and check bagage from hotels and residences upon orders left at B. & O. licket office, corner Fifth avenue and Wood street, and 69 smithfield street, J. T. ODELL.
General Manager.
Gen. Pass. Agent,

A LLEGHENY VALLEY RAILWAY CO—
A Taking effect June 29, 1892 trains will leave and sarrive at Union station. Pittaburg, eastern standard time: Buffalo express—Leaves at 8:20 a. m., 8:50 p. m. (arriving at Buffalo at 5:65 p. m. and 7:20 a. m., 8:50 p. m. (arriving at Buffalo at 5:65 p. m. Oil City and PuBols express—Leaves 6:00 a. m., 6:20 a. m., 1:20 p. m.; arrives 1:00, 6:25, 10:20 p. m. Elminon—Leaves 3:35 a. m., 5:00 p. m.; arrives 8:55 a. m., 6:35 p. m. Braeburn—Leaves 6:50 a. m., 1:205 p. m., 5:30 p. m., 6:15 p. m.; arrives 6:60 a. m., 8:56 a. m.; 6:35 p. m.; arrives 6:60 a. m., 1:200, 4:60, 11:40 p. m. Valley Camp—Leaves 10:15 a. m., 2:20, 9:20, 11:20 p. m. arrives 6:60 a. m., 1:200, 4:60, 11:40 p. m. Hulton—Leaves 7:50 p. m.; arrives 9:25 p. m. Sunday trains—Buffalo express—Leaves 8:20 a. m., 8:35 p. m.; arrives 7:55 a. m., 6:35 p. m. Ementon—Leaves 9:55 p. m.; arrives 7:55 p. m. Kittanning—Leaves 9:55 p. m.; arrives 7:10 p. m. Pullman sparlor buffet car on day trains and Pullman sleeping car on night trains between Pittaburg and Buffalo. Ticket offices, No. DAVID MCCARGO, JAMES P. ANDERSON, Gen 1 Supt.

PITTSBURG AND WESTERN RAILWAY—
Schedule in effect May 15, 1891 (Central time),
Depot cor Anderson at, and River av., Allegheny,
Depot for Chicago, 2500 p. m. Solid train with
Pullman sleeping car. For Kana, Bradford, 7110
a. m. For Clarion, 77:10 a. m., 12100 p. m. For
Forburg, 77:10 s. m., 12100, 14:25 p. m. For Buffalo,
Eric, Meadellle, f7:10 a. m., 12:00 p. m. For Buffalo,
Eric, Meadellle, f7:10 a. m., 12:00 p. m. For Reve Castle, 7:11 a. m., 12:00 p. m. For Buffalo,
Mercer, Grove City, 17:10 a. m., 12:00 p. m. For New
Castle, 7:11 a. m., 12:00, 14:25, 18:10 p. m.
Trains arrive: From Kane, 18:48 p. m.; Glarion,
11:33 a. m., 16:48 p. m.; Forburg, 19:05, 11:33 a.
m., 16:48 p. m.; Eric, 13:50 p. m.; Greenville, Mercer, 11:20 a. m., 18:50 p. m.; Akron, 11:55 a. m.,
16:45 p. m.; New Castle, 19:05, 11:35 a. m., 18:46
p. m.; Butler, 17:00, 19:05, 11:25 a. m., 18:46
p. m.; ifrom Chicago, 11:35 a. m.,
10:41, 12:50 p. m.; From Chicago, 11:55 a. m.,
10:41, 12:50 p. m.; From Chicago, 11:55 a. m.,
10:41, 12:50 p. m.; 18:50 p. m.; 18:50 p. m.; 18:50 p. m.;
10:41, 12:50 p. m.; 18:50 p. m.; 18:50 p. m.; 18:50 p. m.;
10:41, 12:50 p. m.; 18:50 p. m.; 18:50 p. m.;
10:41, 12:50 p. m.; 18:50 p. m.; 18:50 p. m.;
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10:41, 12:50 p. m.; 18:50 p. m.; 18:50 p. m.;
10:41, 12:50 p. m.; 18:50 p. m.; 18:50 p. m.;
10:41, 12:50 p. m.; 18:50 p. m.; 18:50 p. m.;
10:41, 12:50 p. m.; 18:50 p. m.; 18:50 p. m.;
10:41, 12:50 p. m.; 18:50 p. m.; 18:50 p. m.;
10:41, 12:50 p. m

MONONGARELA DIVISION. ON AND AFTER MAY 25, 1891.

ON AND AFTER JUNE 20, 1892. From FEDERAL STREET STATION, Allegheny City:— For Springdale, week-days, 6:20, 8:45, 9:25, 10:40, 11:30 a. m., 1:30, 2:25, 4:00, 5:00, 6:45, 6:10, 6:20, 8:10, 10:30 and 11:40 p. m. Sundays, 17:35 and 9:30

York, *3 00 a m and *9 20 p m. For Cumberland, *5 50, *8 00 a m, ‡1 10,

City Ticket Office, 639 Smithfield Street.