10

BACK TO BUSINESS,

City Councils Hold Their First Meeting After the Summer Vacation.

VERY FEW VACANT SEATS.

Highland Park Purchases Approved Over the Mayor's Veto.

NEW STREET RAILWAY GRANTS.

Measures Are Considered for the Prevention of Cholera.

TROUBLE OVER A BRIDGE CONTRACT

Few vacant seats were to be seen in Councils yesterday. The members were late arriving, and when they did arrive spent considerable time shaking hands and talking over the past vacation, so that it was nearly 3 o'clock when the gavels sounded the call to order. There were a large number of printed ordinances ready for action on the members' desks, and nearly every Councilman in both branches had one or more new bilis to offer.

The session would have been incomplete without a new street railway ordinance or two. In the Common branch there was offered one giving additional rights to the Grandview Traction Company. It gives the company the right to connect with the Transverse tracks at Water street by way of the Monongahela bridge, to use the Transverse tracks to Liberty street and the Pittsburg and Birmingham tracks to the Union station, with privilege to put in a switch at New Grant street. This will bring the Mt. Washington electric cars into the city without change.

A Central Traction Extension

In Select Council there was offered a bill to allow the Central Traction Company to extend its electric line out Center avenue to Neville street. At that point, with consent of the Duquesne Company, it will follow the latter's tracks to Negley avenue, leaving them at Negley and following Center avenue out to Highland, where it will cross the Pittsburg Traction line and continue to Penn avenue by the Duquesne racks on Eilsworth avenue. The bill provides that if the Duquesne Company declines to allow the use of its tracks the Central may straddle the rails with others laid close alongside.

Mayor Gourley's note accompanying the resolutions from labor organizations requesting Councils to return Andrew Carnegie's gift library fund to him was read by President Ford, and on Mr. Warmcastle's motion the resolutions were all referred without reading to the Finance Committee. A question was raised on this action but the motion passed unanimously. Chief Brown presented ordinances author-

ging him to increase the police force by the addition of 50 men and to add an inspector for electric railways and a general inspector to the Bureau of Electricity. His ordinance to compel the abandonment of the old coal pits under Mt. Washington for sewer purposes was also presented. There was a large attendance of residents from that portion of the city ready to protest against the bill, but it was referred to the Public Safety Committee without comment.

Passed Over the Mayor's Veto

street; opening Mansion street and Albert street. In the common branch ordinances for sewers on Fith avenue at Boston street, on Boquet street, McKee place, Bellefield ave-nue, Sapphire alley, Garnet alley, Dreaden alley, Berlin alley, Fairmont avenue, Bonp street and Kelly street; establishing the grade of Roland street, Bonty street, Car-rol street, Cato street, Juliet street and Thirty-sixth street; grading and curb-ing Wailingtord street; grading, Bweetbrier street and kelly street; and greety street; locating Dean street; repaing and ourb-ing Wailingtord street; grading, paving, and curbing Howe street and Greely street; locating Dean street; repealing the ordin-airee opening Winslow street. Resolutions directing the Pennsylvania Railrood to place a watchman at the Allegheny Valley Railrood crossing at Thirty-eighth street; pair of sidewaiks on Butler street and on Hailway to place a guard rail on the Thirty-stering of archage. Petitions for electric ights on Bedford, Webster and Wylie stenues, Thirteenth ward, on Larkin's allo and on Frankstown avenue. treet; opening Mansion street and Albert

COULDN'T GET THE PLANS.

Trouble Over Letting a Contract for a Bridge-Controller Morrow Goes After the Monongshela Water Company-Committee Appointments Made.

A long list of contract awards occupied much of the time of Common Council, all of which were passed except one-the award of the contract for erecting the Spencer avenue bridge to the Schultz Bridge Company at \$4,700.

Mr. Ferguson moved that this be sent back for readvertising. He objected to the way the original advertising was done. He said: "Not a bridge company in the city except the Schultz Company can get a city contract. The Schultz Company up the specifications for the gets city and other companies cannot get the specifications until three hours before the bids are to be opened. I know this because I went to the department to get these specifications after bridge company managers had told me they could not get them. I was told the specifications were not there; that Schultz was not done with them. I think it an outrage that no one but the Schultz

Company can get a contract." Mr. McGonigle was not interested in any company but he wanted the Spencer avenue bridge built, and if it was not started at once it could not be built this year. Mr. Magee said he knew nothing of this case. But he did know that the city had a great deal of bridge work to do and he thought the city should have a competent bridge engineer, for he knew that Councils would not vote away money if they knew nothing about it.

Chief Bigelow Makes an Explanation. Chief Bigelow was sent tor. He said that the specifications for the Spencer bridge came in late, and on that account he had extended the time for bidding to give everybody a chance. Mr. Ferguson said the advertising was not properly displayed. Mr. Bigelow said the Controller did the advertising. The discussion brought out the fact that the bridge was to be a wooden structure. Mr. Ferguson withdrew his objection, and the award was approved. In Select Council a resolution authorizing Chief Brown to lease two small buildings at Oak and Cherry alleys for storage pur-

poses was adopted. A communication from Controller Morrow, and a resolution to annul the contract of the city with the Monongahela Water Company, because the company was giving no supply to certain parts of the hill wards was presented. Mr. Lambie opposed the passage of the resolution because the charges it contained were not properly specified and would have no weight. On his motion the matter was referred to special committee.

Making the Company Settle.

The ordinance of the Penn Street Rail-way Company was amended and sent back for reprinting, Mr. Fitzsimmons amending it by a provision requiring the company to pay for all material used in the recent con-struction of Frankstown avenue pavement and assessed on the property holders between Fifth and Homewood avenue, and street to Hallet avenue: for grading Bohin-son street and Jet alley: for grading, paving and ourbing Harvard street, Washington avenue extension, Black street, Baum street and Bates street; for sovers on Berlin alley, First avenue, Looust street, Rowan street, Prankstown avenue, Lafayette street, Amelia street, Fifty-fourth street, Hudson alley and Black street; for opening Fitch street and Washington avenue exten-sion; establishing the grade of Harvard street, Maple street, Amelia street, Lathrop street, Murry Hill avenue; locating Jonett street; relocating Ariington avenue; vacating Hill street, a portion of Junilla street and an unused alley in Mac-Gonnigle's plan, repealing the ordinance locating Jackson and Amanda streets; res-olution to pay \$200, John Martin, damares; granting additional rights to the Second Avenue Bailway Company; requiring Trac-tion companies to repair the streets cocu-pied by them under orders from the City Engineer; granting additional, privileges to the Central Transit Company.

PIPE LINE STATEMENTS

They Show a Larger Amount of Shipments Than Since 1891-Increase in Net Stocks Smaller Than for Two Years-Beports From the Southwest Fleids.

There was not the increase of a barrel of oil in the Pennsylvania districts yesterday, as far as could be ascertained. Not a well reached the pay, although there are several which are now almost on top of the sand. The statement of the business done by the pipe' lines during August, which has just been issued, is rather encouraging. It shows an increase in the ount of shipments over July, and although the average daily runs went up from \$7,016 barrels in July to 90,015 in August, the increase in the net stocks on hand at the end of August were only 122,621. This was due to the increase in deliveries from 3,310,616 barrels in July to 2,622,685 barrels in August, a difference of 312,069. The total runs in August were 2,790,451 increase of 92,984 barrels.

runs in August were 2,730,451 unrels, and in July only 2,657,457, an increase of 92,984 barrels.
At the end of August the various lines had in stock 18,816,633 barrels, and in July they had 18,664,063, an increase in August of 182,621, which is less than it has been since December 1890 when the shipments were greater than the output. The shipments for August overbalanced those of any month previous since December 1891.
The certificates of the National Transit Company increase 2 26,759 barrels, or from 5,865,637 barrels in July to 6,075,396 in August. The following shows the receipts of each line in August. Tidewater, 116,464; Octave, 9,391; National Transit, 945,986; Southwest Pennsylvania, 576,318; Eureka, 394,251; Buckeye, Macksburg oil, 106,082; Charles Miller, 5,866; W. & A., 118,841; Elk, 27,581; Emery, 32,457; Mellon's, 143,299; Producers, 16,640.
The shipments of each line were as follows: Tidewater, 233,425; Octave, 1,614; National Transit, 99,91; Southwest Pennsylvania, 1026; Buckeye, Macksburg oil, 155; Eureka, 34,413; Southeres, 261,151; New York Transit, 957,087; Charles Miller, 6,055; W. & A., 60,196; Elk, 24, 102; Emery, 27,522; Mellons, 150,453; Producers, 21,602.
The following shows the stock on hand of ench line at the end of August: Tidewater, 555,550; Octave, 21,622; Producers, 21,622; Southwest Pennsylvania, 1,277,623; Eureka, 325,353; Buckeye, Macksburg Oil, 62,305; Souther, 25,055; New York Transit, 1,917,625; Eureka, 325,355; Buckeye, Macksburg Oil, 62,305; Souther, 25,055; New York Transit, 1,056,594; Charles Miller, 1,257; W. & A., 725, 571; Elik, 344; Emery, 44,755; Mellon's, 519,429; Producers', 134,879. The grass stocks of the Buckeye Pipe Line Company, Lima Oil, are 19,505,399.

Reports From the Wells.

The Forest Oll Company is spudding past the tools in its No. 1 on the Robert Wallace farm, south of Willow Grove, and expect to reach the Gordon sand this week. Their well on the Devine farm, in northeast Mewell on the Devine farm, in northeast Mo-Curdy, was reported at the company's of-fices to be about 45 feet in the fourth sand and doing ten barrels an hour. Their was another report that it was doing 15 an hour. The Philadeiphia Company's well on the Leach farm, in the locality of the Dövine, is due to get the fourth sand to-day. The People's Gas Company expects a well in the last of the week on the McMurray farm, north of Oakdaie, and they are start-ing on a McMurray farm east of Oakdale a short distance. Greenlee & Forst's No. 6 Mashall, at Nobles-town, was shot, and brought up to 45 barrels an hour. Their No. 2, Noble heirs, is due Thursday. Conklin & Co. are down 2,200 feet on the Updegruff arm at Yenice and have struck a vein of salt water which will have to be cased off. The Devonian Oil Company's No. 2 Joe Bobb is due the last of this week, alfo the Forest Oil Company's No. 6 John McEwen. Guffey & Bradley have finished up a dry hole at 1,294 feet in Guernsey county. O. Patterson & Sohn are starting three wells around their producer on the Kessler farm.

Patterson & Sohn are starting three wells around their producer on the Kessler farm, at Undercliffe, on the Pittsburg & Western

NEW ADVERTISEMENTS. THE WEEK OF FARCES. AYER'S Larry the Lord and the Idea Both

THE PITTSBURG DISPATCH TUESDAY SEPTEMBER 13 1892

Prove Very Strong Cards. THE VENDETTA AT THE GRAND.

The Well-Known Natural Gas Scores Another Hit at the Bijou.

LOCAL THEATRICAL WORLD NOTES

Farce comedy had the town by the throat last night. In all the theaters virtually but one the skirt dance, the short-frocked soubrette, the topical song, the antique wheeze and now and then a modern jest shoved the drama into the background. Hardly one of these pieces owned up to being a farce comedy, but the title fits them all and the public will recognize their fiber and purpose by that name.

At the Alvin Theater Hallen and Hart put on their new piece, called "The Idea." It is a conglomerate substance calculated to tickle the risibilities, and despite the assurance of the management that these bright and popular comedians are aiming higher than they did in "Later On" their work is about the same in character; fortunately also the resulta are the same, namely laughter. It is not worth while relating the feather-weight story, which is knocked into a cocked hat every five minutes or so by a song or a dance, or a comedey "turn." Joseph Hart and Frederick Hallen are really clever comedians, of originality and surprising snap. They are happily fitted with characters, and their songs, dances and general comedy work made lots

of laughter. They are well supported. Al Wilson made a hit equal to that of the stars in what he termed a "cheap Dutch" role of the accustomed sort. Mr. Wilson caught the audience with his clever fooling. Miss Bloodgood and a half dozen pretty girls put in the feminine frills of motion and song which every farce comedy needs. Miss DeMar's dancing was particularly vigorous

and graceful. The whole piece with the exception of the The whole piece with the exception of the opening act pleased the large audience. The amusing transformation of the Keno gambling room, with its practical parapher-nalia for playing the game, into a Salvation Army hall with a service in full blast, was the big novelty in the piece, which, we fancy the public will want to see. "The Idea," while crude.

Larry the Lord,

The new piece produced at the Duquesne Theater last night is called "Larry the Lord," a so-called operatic comedy. It belongs to the same class as "Uncle Celestin" and "Miss Helyett." Of French origin, presumably, it has lost in translation anything like Gallic snap or piquancy that it may have had. We should hate, however, to hold any American guilty of originating the balderdash of which the dialogue is largely composed. The plot is simple enough. An English nobleman wishes to test an American widow's love for him; to find can widow's love for him; to find out whether she loves him for himself or his title. So he changes places with his valet, Larry. As a Lord Larry cuts a great dash; gets stuck on the aristocratic racket, so to speak, and refuses to retire into lowly life again when his whilom master wishes to become himself again. The story is an old one on the stage, of course, and it does not take on any very new features in this telling. very new features in this telling. Robert E. Graham, the well-known comedian, plays Larry, and he makes the creation amusing at times. It must be re-membered of course that the play was

membered of course that the play was practically given its first performance last night, and Mr. Graham suffered as much as any one from the customary loose ends. The first thing that will have to be done to make "Larry" tolerable will be to chop it gently with a ment ar. The boat mace scene, even if it went off smoothly is a superfluity. There went off smoothly is a superfluity. There is an ocean of talk that would never be



PINCINNATI'S W NEW-10 **GRAND HOTEL** AMERICAN AND EUROPEAN PLANS.

NEW MANAGEMENT. Conveniently located on Fourth St., Central Ave., and Third St., the principal thoroughfares of the city. Third St. entrance of Hotel opposite main surfance of Grand Central Railway Station. New Restaurant for Ladles and Gentlemen. Large Committee Rooms for Conventions. New Sani-tary Plumbing and Electric Lighting. Cable address, "Corre," Cincinnati.

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A good-sized audience showed its approval by a very liberal applause.

PENNSYLVANIA RAILROAD.

RAILROADS

IN EFFECT JUNE 12, 1592. Trains will leave Union Station, Pittsbu

Trains will leave Union Station, Pittsburg as follows (Eastern Standard Time): MAIN LINE EASTWARD.
 Pennsylvania Limited of Pullman Vestibule Cars daily at 7:15a. m., arriving at Harrisburg at 1:35 p. m., Philadelphia 4:45 p. m., New York 7:00 p. m., Bailtmore 1:40 p. m., Washington 5:55 p.m.
 Exystone Express daily at 1:20 a. m., arriving at Harrisburg 8:25 a. m., Bailtmore 1:15 a. m., Washington 12:20 p. m., Philadelphia 1:25 p. m., New York 2:00 p. m.
 Aliantic Express daily at 3:30 a. m., arriving at Harrisburg 8:25 a. m., Bailtmore 1:15 a. m., New York 2:00 p. m.
 Aliantic Express daily at 3:30 a. m., arriving at Harrisburg 10:20 a. m., Philadelphia 1:25 p. m., New York 2:00 p. m.
 Marting Derses daily at 3:00 a. m., arriving at Har-risburg 2:20 p. m., Philadelphia 1:25 p. m., New York 2:30 p. m., Philadelphia 1:25 p. m., New York 2:50 p. m., Saitimore 6:45 p. m., New York 9:55 p. m., Philadelphia 1:25 p. m., Mail frail Sunday, 0:17, 5:40 a. m., arrives Harris-burg 7:00 p. m., Philadelphia 1:250 p. m.
 Mail Express daily 1:2:00 p. m., argiving at Harris-burg 7:00 p. m., Philadelphia 1:250 p. m.
 Mail Express daily 1:2:00 p. m., argiving at Harris-burg 7:00 p. m., Connecting at Harrisburg for Philadelphia.
 Philadelphia 2:00 p. m., argiving at Harris-burg 7:00 p. m., connecting at Harrisburg for Philadelphia.

 BAILROADS.

 PITTSBURG AND LAKE ERIE RAILEOAD Company, Somednie in effect May 15, 1892.

 Central time - DEFART-For Cleveland, 3,00 a.m., 1,55, 4.20, 9,45 p. m. For Cleveland, 3,00 a.m., 1,30, 9,45 p. m. For Cleveland, 3,00 a.m., 1,30, 9,45 p. m. For Buffinio, 8,00 a.m., 1,30, 9,45 p. m. For Comparison, 1,30 a.m., 1,30, 9,45 p. m. For Constitution, 1,35 a.80, 14,20, 50, 9,50 p. m. For Onartiers, 15, 20, 5,35, 6,00, 15,30, 8,00, 10, 20, 00, 3,30, 4,40, 14,20, 11,45 a.m., 12:10, 100, 2,00, 3,30, 4,40, 14,20, 11,45 a.m., 12:10, 100, 2,00, 3,30, 4,40, 14,20, 10,530, 8,00, 19,46, 10 p. m. ARIVE-From Cleveland, 15:20 a.m., 12:20, 5:16, 7:30 p. m. From Cleveland, 15:20 a.m., 12:20, 5:36, 7:30, 9:30 p. m. From Salamanca, 10, 10:00 a.m., 12:30 5:15, 77:30, 9:30 p. m., From Deaver Fails, 5:20 56:30, 77:35, 10:00 a.m., 71:25, 11:00 5:15, 77:30, 9:30 p. m.
 P. C. & Y. trains for Mansfield, 7:37 a. m., 12:10, 4:35 p. m., For Espien and Beechmont, 7:37 a. m., 10:50 a. m., 2:37 p. m., From Beechmont, 7:33, 11:50 a. m., 5:203 p. m., 700 Beechmont, 7:31, 11:50 a. m., 7:20 a. m., 7:300, 5:35 p. m.
 ARRIYE. From New Haven, 70:00 a. m., 74:37 p. m., From West Newton, 6:30 a. m., 74:37 p. m.

burg 10:00 p. m., connecting as marrisonal as Philadelphia Express daily at 4:00 p. m., arriving at Harrisburg 1:00 a. m., Philadelphia 4:23 a. m., and New York 7:10 a. m. daily, arriving Har-riaburg 2:10 a. m., Haltimore 6:20 a. m., Wash-ington 7:30 a. m., Philadelphia 5:05 a. m., and New York 7:40 a. m.
Fast Line, daily at 8:10 p. m., arriving at Harris-burg 5:30 a. m., Philadelphia 5:50 s. m., New York 9:30 a. m., Baltimore 6:20 a. m., Washing-ton 7:30 a. m., Baltimore 6:20 a. m., Washing-ton 7:30 a. m.

m. For McKessport, Elizabeth, Monongahela City For McKessport, Elizabeth, Monongahela City and Belle Vernon, 76:40, 11:05 a. m., *1:00 p. m. From Belle Vernon, Monongahela City, Eliza-beth and McKessport, 7:40 a. m., 17:55, 5:05 p. m. "Daily. fSundays only. §To and from New Castle only. City Ticket Office, 639 Smithfield Street. EUROPEAN WTEAMAHIP

Tork wish a. m., Battinore cho a. m., washing-ton 7:30 a. m. Cresson and Ebensburg Special, Saturdays only, 2:50 p. m. All through trains connect at Jersev City with poarts of "Brooklyn Annex" for Brooklyn, N. Y., wolding double ferriage and journey through New cork City TO EUROPE-MAX SCHAMBERG & CO No. 537 Smithfield st., represent all the lines to the Continent, sell drafts, letters of credit and foreign coin; make cable trans-ters and procure passports. Established in lines

boars of "Brooklym Annex" for Brooklym, N.Y., avoiding double ferriage and journer through New York City.
 Johnstown Accom., except Sunday, 3:40 p. m. Greensburg Accom., 11:30 p. m., week dars; 10:30 p. m. Sundays. Greensburg Express 11:00 a. m., ex-ercept Sunday. Derry Express 11:00 a. m., ex-ercept Sunday. Stat. 1:20, 11:20, 11:20 p. m. 11:20 for the stat. Stat. 5:20 for the stat. Stat. 11:20 for the stat. Stat. 5:20 for the stat. Stat. 11:20 for the stat. Stat. 5:20 for the stat. 5:20 for the stat. 5:20 for the stat. Stat. 5:20 for the stat. 5:20 for the stat. 5:20 for the stat. Stat. 5:20 for the s

From pler foot of Fifth street, Hobokon. First cabin, 545 and upward: second cabin, 536, Reduced excursion tickets. Sieerage at low rates, For flucturated guide and passage apply to JOHN J. M'CORMICE, 659 Smithfield street, LOUIS MOSSER, 518 Smithfield street, MAX SCRAM-BERG & CO., 527 Smithfield street. se5-D

Uniontown 5:35 and 8:35 a. m., 1:30 and 4:25 p.

MONONGAHELA DIVISION.

ON AND AFTER MAY 25, 1891.

"Teutonic, Oct. 5, 4 p m "Teutonic, Nov. 2, 2 p m From White Star dock, soot of West Tenth stress, New York. "Second cabin on these steamers. Saloon rates, 60 and upward. Excursion tickets on favorable terms. Second cabin, 40 and 465. Steerage from or to the old country, 420. White Star drarts payable on demand in all the principal hanks throughout Greas Britain. Apply to JOHN J. McCORMICE, 529 Smithfeld street, Pittsburg, or H. MAITLAND REMSET. General Agent, 20 Broadwar. New York. ON AND AFTER MAY 25, 1891. For Monongaheia City, West Brownsville and Uniontown, 10:40 a. m. For Monongaheia City and West Brownsville, 7:35 and 10:46 a. m., and 4:50 p. m. On Sunday, 8:35 a. m. and 1:01 p. m. For Monongaheia City only, 1:31 and 5:30 p. m. week-days. Dravosburg Accom., 6:00 a. m. and 2:20 p. m. week days. West Elizabeth Accom. 8:35 a. m., 4:15, 6:30, and 11:35 p. m. Sunday, 9:40 p. m.

WEST PENNSYLVANIA DIVISION.

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

Oity;-For Springdale, week-days, 6:20, 8:45, 9:25, 10:40, 11:30 a. m., 1:30, 2:25, 4:00, 5:00, 5:45, 6:10, 6:20, 8:10, 10:30 and 11:40 p. m. Sundays, 12:35 and 9:30

8:10. 10:30 and 11:40 p. m. Sundays, 12:35 and 9:30 p. m.
For Butler, week-days, 6:20. 8:45, 10:40 a. m., 3:15 and 8:10 p. m.
For Freeport, week-days, 6:35, 8:45, 10:40 a. m., 3:15, 4:01, 5:00 5:10, 10:20 p. m.
For Paciton and Biafraville, week-days, 6:35 a. m., 3:16 and 10:30 p. m.
For Paciton and Biafraville, week-days, 6:35 a. m., 3:16 and 10:30 p. m.
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p. m., 11.55 a.m., *0.00 a.m., *0.55 a.m., *5.55 p.m., *6.55 p.m.,
*6.45 p.m.
DPFART for Toledo, points intermediate and beyond:
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DBFART for Cleveland, points intermediate and seyond: †6.10 a.m., *7.10 a.m., †1.30 p.m.,
*1.55 p.m., *5.55 p.m., †6.30 p.m.;
*1.55 p.m., *5.55 p.m., †6.30 p.m.;
DBFART for Martins Forry, Bridgeport and Bellaire:
*0.10 a.m., †1.30 p.m., †1.10 p.m., ARAUYR from same points: 10.00 a.m., †1.35 p.m., *1.55 p.m., *1.50 p.m.;
*1.55 p.m., *1.55 p.m., *1.00 p.m., ARAUYR from same points: 10.00 a.m., †1.30 p.m., *1.20 p.m., *

Sent 22....State of Nevraka...... 11 A. M. Oct. 6......State of Nebraska......10 A. M. Oct. 20......State of California......10 A. M. Cabin, 540. Second Cabin. 530. Steerage, 518 Apply to J.J.MCCORMICK, 639 Smithfield st. 1018.0.

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New York, Queenstown and Liverpool, From New York every Wednesday. City of Paris and City of New York, Dity of Berlin, City of Chester. This line has discontinued carrying steerage paragers from Europe.

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w York. S. S. Obdam, Saturday, Sept. 17, 2:30 p. m. S. S. Maasdam, Saturday, Sept. 24, 7:30 a. m.

WHITE STAR LINE.

Rritannic, Sept. 14, noon Brit'ic, Oct. 12, 10:30 a.m., Majestic, Sept. 21, 4 p m "Majestic, Oct. 19, 8 p m Germ'c, Sept. 28, 10:30 a m Germanic, Oct. 28, 9 a.m., "Teutonic, Oct. 5, 4 p m Teutonic, Nov. 2, 2 p m

For Queenstown and Liverpool. Royal and United States Mall Steams

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RAILROADS.

FROM NEW YORK: FROM NEW YORK: City of New York, Wednesday, Sept. 14, noon City of Chester. Wednesday, Sept. 21, 5 F. M. City of Paris, Wednesday, Sept. 23, 10 A. M. City of Berlin, Wednesday, Oct. 5, 4 F. M. For rates of passage and other inform

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STATE SERVICE OF ALLAN LINE STEAMSHIPS.

Mayor Gourley's veto of the resolutions authorizing the purchase of the Fite, Lockhart and Flinn properties as an addition to Highland Park at a cost of \$241,000, was treated as His Honor's messages usually are. Select Council passed the resolutions over the veto by a vote of 27 to 4, Messrs. Braun, Donahoe, Epping and Frauenheim being the only negatives. Common Council tollowed suit, the vote being 30 to 6. Messrs. Ferguson, Eiler, King, O'Donnell, Russell and Wainwright being the only members to vote no. A resolution with the indorsement of

Controller Morrow and the City Attorney was presented in the common branch providing for the settlement of damages to the amount of \$25,000 for property injured by the opening and grading of McKee Place There was no explanation as to how the damages were caused, simply the statement of the Controller and Attorney that the money must be paid. This was not considered plain enough and the matter was laid

over until next meeting. Chief Bigelow's ordinance, locating O'Hara avenue, the new business street, exclusively described in yesterday's DIS-PATCH, from Water street to Sixth street, was presented among other bills, together with one opening Jouette street, from Stanton avenue to Highland Park, one of the Chief's projected boulevard drives in the Negley Run ravine.

Funds for the Cholera Campaign

Councils took cognizance of the threat-ened cholera epidemic by the adoption of a resolution presented by Mr. Magee author-izing Chief Brown to do such work and expend such money as may be required to put the city in good sanitary condition, and directing the Finance Committee to furnish the money. Another resolution adopted provides for covering the expense already incurred in this work, and still another authorized the transfer of \$7,000 from the contingent fund to the Finance Committee.

All these resolutions are in line with a communication which Mayor Gourley sent to councils calling attention to the existing danger, reciting what had been done to pre-pare the city for it, and suggesting the propriety of councils preparing for the emergency by an appropriation of money. The resolution providing for a contract with R. H. Smith for the operation of the carbase furnace was referred to Chief

garbage furnace was referred to Chief Brown, at his request, he having decided the present a had time to make any such change, and asking more time for con-sideration of the subject.

NEW BUSINESS INTRODUCED.

Many Important Ordinances and Resolutions Presented Yesterday.

New business presented to Councils and referred to the proper committees was as follows:

In the Select branch ordinances locating O'Hara street; allowing grocers the use of three feet of the sidewalk; prohibiting the use of abandoned coal mines and tunnels for depositing filth and sewer offal; providing for an inspector for the Bureau of Electricity and an inspector of elec-tric rallways; providing for the purchase of property for the bureaus of police and fire in the Thirty-first and Twenty-sixth wards; relocating Herrou avenue ty-sixth wards; relocating Herron avenue from lowa street to Center avenue; re-es-tabilishing the grade of a portion of Craig street; grading, paving and curbing Ledie street; establishing the grade of Lookout alley; relocating Heberton street; grading, paving and curbing St. Clair street and Gem alley; locating Grafton street; vacating a 40-foot alley in A. Bintz's plan, for the exten-sion of the Central Passenger Ballway line on Centre avenue cest; sever on sion of the Central Passenger Ballway me on Centre avenue cast; sower on Tay ialiv; grading, paving and curbing Summeried street and Alder street; for opening Atlantic avenue and paving the same; opening Winterburn street; opening and grading Greenbush and Prospect streets; grading, paving and curbing Elm street; A few More Street Railroad Privileges opening and grading Humber alley: sewers on Heary street, Woodiawn avenue, Franks-town avenue, Long avenue, Farragut street, Sher-idan avenue, Bonlevard place, St. Clair Ordinance for changing the name of John

that the City Treasurer be authorized to allow a reduction to parties assessed for the late improvement on that street to the amount for which the company is made responsible. The ordinance regulating pawn shops was

referred back to the Public Safety Co tee for further inquiry as to the legality of the city in regulating the amount of interest for a pawn.

Mr. Lambie asked that the ordinances re lating to pool rooms, electric light supply companies and that in relation to overhead wires be made the special order of business at the next meeting.

President Ford appointed Messrs. King and Frauenheim on the Auditing Commit-tee, and Robertson, Mathews, Anderson and Flinn on the Bridge Committee.

HIS HONOR'S OBJECTIONS

To the Purchase of More Land for Highland Park - Establishing a Bad Precedent in the Way of Spending Money-The

Southside's Needs. Mayor Gourley's veto of the resolutions providing for the acceptance of options on additional property at Highland Park is lengthy and goes into all the details with his usual directness. He shows that the resolutions are not what they are represented to be. Instead of options they are tight agreements which bind the city to buy five acres, known as the Fite property from E. M. Bigelow, for \$65,000; 14 acres from William Flinn at \$7,534.16 per acre; three tracts aggregating 271/2 acres from Charles Lockhart at \$2,538 21 per scre. A total of \$241,000 for about 48 acres of land which the Mayor says is not needed. The precedent of buying property in this way the Mayor says is bad. The city should wait until the appropriation city should wait until the appropriation ordinance for next year is being framed to provide for such purchases and no good reason had been offered why it should not be done in this case. The Major includes his objection to large parks, being too large for the mass of the people to walk over. For the class owning carriages one park like Schenley is sufficient in his judgment. In conclusion he says: he says:

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THESE WERE PASSED.

at Undercliffe, on the Pittsburg & Western Railroad, They are on the Joseph Ehrm-montrout, the Myer heirs, and Kleitz farms. The Kanawha Oll Company has started to drill on the Herman farm, 3,500 feet north-east of the Kessler well. The East End Oll Company is down 200 feet on the Kleitz farm. Dixon & Co. have put the 6½ casing in their Kuntz well, near the Lutz. The Kanawha Oll Company is drilling on the Myer.

Myer. Out at Milltown, the Pinhook anticlinal, the Forest Oil Company is in the 100-foot at its wells on the Caidwell and Colgan farms. W. L. Mellon is building a branch pipe line to Undercliffe from Pittsburg.

The Gauges. The production of McDonald was 19,500 yes-

terday, the same as the day before. The hourly gauges of the larger wells at McDonhourly gauges of the larger weils at McDon-ald yesterday were as follows: Florence Oil Company's No. 5 Robb's heirs, 20; Fitzgib-bons & Co. No. 6 J. Walker, 60. Lynch, Buch-heit & Co.'s No. 1 Meiss, 22; Greenlee & Forst's No. 6 Marshall, 65. The estimated production was 19.500; stock in field 55,500, Runs and Shipmonts Sunday.

Hereafter the runs and shipments of the W. L. Mellon Pipe Lines will be printed with the list given below. Sunday their runs from the wells were 2,339.68 barrels; shipments, 6,555.19 barrels.

Southwest Pennsylvania runs from Me-South were 21,852. Outside of McDonald, 7,600. Buckeye runs, Macksburg division, none; shipments, none. Supments from the Lima division, none; runs, 12,974 on Satur-day; and Sunday, 9,273. Southern Pipe Line shipments, 16,149 Saturday, and none Sunday. New York Transit shipments, 35,310 on Sat-urday; Sunday, none. nrday; Sandav, none. The National Transit runs Friday were 33,711; Saturday, 28,334; Sunday, 2,312, Ship-ments, Saturday and Sunday, 29,750.

The Oil Market.

Range of the October option: Opening, 55%c; highest, 55%c; lowest, 55%c; closing, 55%c bid. Refined oil-New York, 6.10c; London,

4% Q4 13-10d; Antwerp, 13%f. NEW YORK, Sent. 12-Petroleum opened steady, declined 1/2c, then became dull and remained so until the close. Penn sylvania oil, spot sales, none. October option sales, 4000 barrels: opening, 55%; highest, 55%; lowest, 55%; c) closing, 55%; Lima oil, no sales. OH CITY, PA., Sept. 12.—National Transit certificates opened 55%; highest, 55%; lowest, 55%; closed, 55%; Sales, 86,000 bar-rels; clearances, 102,000 barrels; shipments, 108,430 barrels; runs, 123,673 barrels.

A CHILD STARVING HERSELF.

She Runs Away From Home and Finds Food in R-fose Barrels. MCKEESPORT, Sept. 12. -[Special.]-One of the most remarkable cases of self-starvation ever known has just been brought to

light in this city. The heroine is a little girl. aged about 9 years. The cause for her strange act is alleged to be ill treatment by her foster parents. The child is a Hun-garian, named Mary Leehman. Her parents are both dead and she makes her home with an sout, Mrs. Mike Leehman. Three days ago the child disappeared. Yesterday afternoon she was found secreted under the floor of the implement

under the floor of the icehouse of the Keystone Brewing Company. When brought forth she presented a most pitiful appearance. Her eyes had almost disap-peared in their sockets while the sunken cheeks gave evidence of the terrible suffer-ing she had passed through in the past nine days. In response to questions she said she had left her hiding place several times at night to secure food from refuse barrels. She said that she had left for fear of a beating. The case has been taken in charge by the local agent of the Humane Society.

A Wife Deserter's Bo'd Break.

123-1

John L Tierney recently deserted his wife and family at Apollo. For a time he was mourned as dead. His wife found him yesterday and had him arrested. While being taken to Magistrate McKenna's office he, Tierney, broke away from the officer and was only recaptured after a desperate fight. He was held for court.

is an ocean of taik that would never be missed, and several songs which it would be kinder to leave unsung. The company is a good one, especially as regards the voices. Miss Mamie Cerbi, as a stage-struck chambermaid, made the most effectual atonement for the dreariness of much of the piece. She planed the chamber much of the piece. She played the charac-ter with remarkable cleverness, voicing odd scraps of dramatic lingo in a funny, wooden tone, and gesticulating with

all the mechanical awardness of an automa-ton. Miss Homie Weldon looked as lovely as ever and sang nicely. Miss Grace Gales danced well and kicked over her head without apparent effort. Some of the choruses were tuneful; but more practice is needed before the music will have a fair show. It is a case of rawness with this "Larry the Lord" stands much chance of success, unless it be cooked as well as trimmed. This was the audience's verdict last night.

Bijou Theater.

"Natural Gas" burned brightly last night at the Bijou Theater. That the play still has an attraction for the public was clearly evidenced by the liberal applause that greeted Messrs. Donnelly and Girard at their appearance on the stage. Five years is a long run for a farce comedy anywhere, but as the country for the last seasons has almost been swimming in the lighter productions of the stage, it is to be wondered at that this pioneer in the farce business still succeeds in drawing a good house.

Donnelly and Girard have added some new songs and specialties to their repertoire, among which "The Keeley Cure," cleverly sung, made quite a hit. Miss Amy Ames has taken the part of Kitty Malone, last year played by Miss Anna Mackberlin, and although her Irish brogue is more characteralthough her Irish brogue is more character-istic, still she does not possess the vivacity and forlorn ladylikeness which marked the former's playing. Mr. George P. Murphy, as the Dutch actor Nols E. Howell, and Mr. Sagar Midgley, as Sparrow Grass, both succeed in getting a good deal out of their parts, and although pretty Miss Ids Rock is not quite so dashing in Daim'r part as Miss Mag so dashing in Daisy's part as Miss May. Howard was last year, she creditably rounds up the well-known list of charactera.

Brigadier General John A. Wiley and staff from Homestead occupied a box and manifested their pleasure by joining in the lively applause that was generously bestowed during the whole performance.

Grand Opera House,

"The Vendetta" at the Opera House was decided improvement over last year's erformance. Henry Bergman scored a big hit in the leading role, and brought much more out of his part than was supposed to be in it. He was ably supported by Helen Ter-ry. Lillian Western, the musical wonder, ry. Linnah western, ine musical wonder, had some new and very clever pieces which brought her much applause during the Monte Carlo scene. The scenery is very skillfully handled and displayed, there being some startling mechanical effects.

[X40 p.m. DEPART for New Castle, Jamestown, Youngstown and Niles, †8.45 p.m. ARRIVE from same points 18,40 a.m. DEPART for Youngstown, *12.20 p.m. ARRIVE from Youngstown, *6.45 p.m. although there may not be a brilliant one. Miss Pauline Markham was just as popular as ever. A military parade of pretty girls was a great feature and the performance of the Southwest System-Pan Handle Route

 Southwest System-Pau Handle Ronte DEFART for Columbus, Cincipnati, Indianapols, St. Jonis, points intermediate and beyond: "1,10 a.m., 830 a.m., "8.45 p.m., "11.15 p.m. Assure from same points: "220 a.m., "86.00 a.m., "6.50 p.m., DEFART for Columbus, Chicago, points intermediate and beyond: "1,10 a.m., t12.05 p.m. Assure from same points: "2.20 a.m., t8.55 p.m., DEFART for Columbus, Chicago, points intermediate and beyond: "1,10 a.m., t12.05 p.m., Assure rom Washington, t6.15 a.m., t8.50 a.m., t1.55 p.m., t8.30 p.m., t4.65 p.m., 18.50 a.m., t10.25 a.m., t2.35 p.m., t6.25 p.m., DEFART for Wheeling, "8.30 a.m., t12.05 n"n., t2.45 p.m., t6.10 p.m. Assure from Wheeling, t8.45 a.m., t3.05 p.m., *5.50 p.m. special artists was better than the ordinary. The evening's entertainment closed with a burlesque named "Enchantment" and it was something that pleased everybody present.

Theatrical Notes,

HARRY DAVIS' Eden Musse opened np bright and early yesterday forenoon and had its capacity tested all day. Miss Vir-ginia Knapp created the same big surprise with the newcomers that she did with her audiences all of last week. She read with much ease the minds of about two dozen

much ease the minds of about two dozen people, and did some remarkably clever work at finding hidden articles. Samson and other curlos are on view. Nellie and John McCarthy were interesting in protean sketch work, and Nettle Bond, the London serio-comic, made a hit in her song "That Man in the Moon." Collins and Monroe, Griffin and Gallagher and Mile. Zwandoski were very cutertaining, and Chas. Duncan, the balladist, drew halt-a-dozen encores with his clever character songs. Lorrers Gusson, "the Little Magnet," John

Lorris Gilson, "the Little Magnet," John R Cumpson, the sweet singer of German dialect songs, make "The Irish Visitors" an enjoyable performance. Sam Ryan and Frank Davis furnish the fun, and it is fast and furious. Miss Lena Loiraine's ballads are worthy mention. Otherwise the show is a well known specimen of wild horse-play. The audiences yesterday were two of the largest of the season, and the week will without doubt be a big one.

Ar the World's Museum this week the young necromancer, Master Eddle Albot, gives quite a clever performance, and the wonderful horse Mahomet goes through some very startling mental feats. In the theater the Olympic Specialty Company provides a fair entertainment with some very clever musical and comedy features. The crowds yesterday were remarkably large, considering the counter attraction of the circus in Allegheny.

Chancellor Holland Home.

Chancellor Holland, of the Western University, returned home yesterday from an extended trip through Europe. He was distressed by the charge published recently that he did not give proper attention to Prof. Parker, who died in Parts on August 16. The Chancellor says he was in London when he heard of Prof. Parker's death. He hurried at once to Paris, and after doing every thing possible for the dead he assisted in defraying the expenses of the funeral.

Fashionable Fall Colors

Tho usands of dollars will be saved by using dianond dycs. The following list of colors is especially popular this fail:

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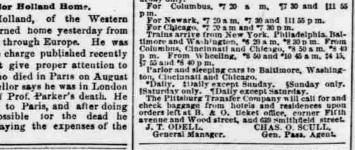
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rday only. For Columbus, 7 20 a m. 77 30 and [11 55



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General Manager. Gen. Pass. Agent. A LLEGHENY VALLEY RAILWAY CO-A Taking effect June 26, 1822 trains will leave and arrive at Union station. Pittaburg, easi-ern standard time: Buffalo express-Leaves at 8:20 a.m., 8:30 p.m., arrives at 7:06 a.m., 6:35 p.m. 01 City and DuBois express-Leaves 6:00 a.m. 8:20 a. m., 1:30 p.m.; arrives 1:06, 6:35, 10:20 p.m. 20 intenton-Leaves 9:05 a.m., 5:00 p.m.; arrives 1:05 a.m., 5:35 p.m. Brachura-Leaves 6:50 a.m., 10:06 p.m., 5:30 p.m., 6:15 p.m.; arrives 6:50 a.m., 10:06 p.m., 5:30 p.m., 6:15 p.m.; arrives 6:50 a.m., 5:05 p.m. Brachura-Leaves 6:50 a.m., 10:06 p.m., 5:30 p.m., 6:15 p.m., railey Camp-Leaves 10:15 a.m., 2:30, 9:30, 11:30 p.m.; arrives 6:40 a.m., 12:30, 4:43, 11:10 p.m., fuller Camp-Leaves 10:15 a.m., 2:30 p.m., Sunday trains-Buf-falo express-Leaves 9:20 a.m., 8:20 p.m.; arrives 7:50 p.m.; arrives 9:20 p.m.; Brachura-Leaves 9:50 p.m.; arrives 9:15 p.m. Ruitmaning-Leaves 9:50 p.m.; arrives 9:15 p.m. Ruitmaning-Leaves 9:50 p.m.; arrives 9:15 p.m. Ruitmaning-Leaves 9:50 p.m.; arrives 9:15 p.m. Brachura-Leaves 9:50 p.m.; arrives 9:15 p.m. Ruitmaning-Leaves 9:50 p.m.; arrives 9:15 p.m. Brachura-Leaves 9:50 p.m.; arrives 9:15 p.m.;

Gen TSöpt. Gen, Pass. Art. Gen TSöpt. Gen, Pass. Art. PITTSBUHG AND WESTERN RAIL-WAY Schedule in effect May is 1992 (Central lime). Depot cor Anderson st. and River av. Allezheny. Depart for Chicago, "2:00 p. m. Solid train with Pulman sleeping car. For Kaas, Bradford, 17:16 a. m. For Clariou, 17:10 a. m. 42:06 p. m. For Foxburg, 7:10 a. m., 12:06 y. m. For Buffalo, Erie, Meadville, 17:10 a. m., 200 p. m. For Methad Kercor, Grove Cliv, 77:10 a. m., 200 p. m. For New Castle, "1:11 a. m., 200 (14:35 p. m. For New Castle, "1:11 a. m., 200 (14:35 p. m. For New Castle, "1:11 a. m., 200 (14:35 fills p. m. Traina arrive: From Kane, 15:36 p. m.; Clarion, 11:39 a. m., 15:45 p. m.; Forburg, 19:05, 11:30 a. m., 16:36 p. m.; 16:45 p. m.; Craburg, 19:05, 11:30 a. m., 16:36 p. m.; New Castle, 19:05, "11:35 a. m., 20:36 p. m.; Butler, 17:00, 19:05, "11:30 a. m., 13:50, 30:45 p. m.; Butler, 17:00, 19:05, a. m., Tsaina, 15:35 a. m., 20:05, 11:30 a. m., 13:50, 30:45 p. m.; Butler, 17:00, 19:05, 11:30 a. m., 13:50, 30:45 p. m.; Thou Chicago, "11:30 a. m., 13:50, 30:45 p. m.; Haron Chicago, "11:50 a. m., 13:50, 30:45 p. m.; Haron Chicago, "11:50 a. m., 13:50, 30:45 p. m.; Haron Chicago, "11:50 a. m., 13:50, 30:45 p. m.; Jewer Sauday, "Daily, 1520 and p. Tor Methad Art. 155 a. m., 13:50, 30:45 p. Tsain, texture, 15:50 a. m., 15:50 a. m., 15:50, 30:45 p. m.; Mart P. Mart, Mart P. Mart, 15:50 a. m., 15:50, 30:45 p. m.; Mart P. Mart, 15:50 a. m., 15:50 a. m., 15:50, 30:45 p. m.; Mart P. Mart P.

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BALTIMORE AND OHIO RAILROAD-B Schedule in effect Sept. 2, 1892. Eastern time. For Washington, D. C. Baltimore, Phila-delphia and Na-York, '5 00 s m and

4 5 6 7 5 00 9 30 p m. F or Cumberland, 6 50, 75 00 a m, 41 10, 9 20 p m. F or Connellsville, 7 6 50, 75 00, 58 30 a m, 11 10, 44 35, 35 00 and 11 10, 14 35, 35 00 and no3-53-TTSEOSI After 19 Years of Trial, ELAINE *9 20 p m. For Uniontown, \$5 50, *8 60, §8 30 a m; \$1 10, \$4 15 and \$5 60 -THE-For Mt. Pleasant, FAMILY SAFEGUARD OIL, 56 0 and 15 00 a m; 11 10, 14 15 and 15 00 m. For Washington, Pa., 7 20, 15 10 and 19 30 a m, 4 00, 24 45, 7 30 pm. For Wheeling. 7 20, 15 10 and 19 30 a m, 4 00, 7 30, 111:5 pm. For Chelonali and St. Louis. 7 20 a m.

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