THE

# BOMBARDING A CITY.

A Fleet of American and Foreign Men-of-War Capture New York

IN SIGHT OF 1,000,000 PEOPLE.

The Grandest Naval Spectacle Ever Seen on This Continent.

SCENES TO BE WITNESSED THIS DAY

NEW YORK, Oct. 11.-Probably 1,000,000 people gathered at the wharves and affoat on harbor craft viewed the naval parade, which was the feature of the day in the

present Columbus celebration. The start was made at 12:30 o'clock from Gravesend Bay. There were three columns in the parade and the distance between each column was 300 yards. The toreign ships occupied the center, the United States ves sels on either side as an escort. As the line entered the Narrows a salute of 21 guns was fired from either shore. First in the line came the patrolling flotilla manned by the naval militia of New York. The United States torpedo boat Cushing, with D. Nicholson Kane, director of the naval parade, on board came next. This was a sort of skirmish line to clear the way for the majestic fleet that slowly, grandly moved across the bay.

### The Order of the Big Parade.

The United States flagship Philadelphia led the way of the visiting men-of-war. Following these came the men-of-war, or naval division. The vessels advanced in this position: United States monitor Miantonomoh, flagship Philadelphia, French flagship L'Arethuse, United States cruiser Atlanta, United States steamer Dolphin, French gunboat Hussard, coast survey steamer Blake, United States dynamite cruiser Vesuvius, Italian cruiser Bausan, United States ship St. Mary's, revenue steamer Grant, Spanish cruiser Infanta Isabel, lighthouse steamer Amenia, reve-nue steamer Dexter and United States steamer Cushing.

There was a special escorting fleet following the Government vessels. It composed the first division. In it were the Fire and Dock Department bosts and 15 yachts. The second division contained 17 municipal boats. Every sort of craft imaginable com-prised the other nine divisions. One of the sights of the parade was a series of gigantic floats illustrating the remarkable progress in the art of shipbuilding since the time Columbus discovered America. The fleet of the naval reserve, consisting of 16 tugs, divided into four squadrons, brought

Like a War-Time Bombardment. It was 12:52 when the Philadelphia reached a point between the two forts. She was moving majestically at the head of a stately procession. Fort Hamilton began the saluting, to which Fort Wadsworth responded. Presently the men-of-war began to return the salutes, and for ten minutes the effect was like a bombardment, the war vessels firing whole broadsides with inspir-ing effect. On Liberty Island the garrison had set up six guns, and began firing when the Philadelphia arrived off the statue, continuing at short intervals during the

passage of the parade.

When the Italian cruiser Bausan started down the bay every boat in the bay saluted her. She was followed by the steam yacht Aida, bedecked with flying colors; then the three police steamers took positions about a half-mile ahead of the leading vessels of the fleet and maintained this position until the Grant monument was reached.

The First Naval Reserve Battalion assembled on the north side of the Produce Exchange at 9:30 this morning. They formed themselves into four squadrons and

marched to piers on the North river, where 16 tugs were waiting.

Every tug displayed the naval reserve pennant and the American flag. The tugs steamed out into the river and formed a column. The fleet steamed down the bay to the rendezvous. Each tug carried a small howitzer, which was used in saluting. How the Evening Was Spent.

At 8 o'clock in the evening the parade of of the United Catholic Societies was started at Fifty-ninth street and Tenth avenue. There were 25,000 Roman Catholies in line the command of Father Keefe and Victor Dowling. Archbishop Corrigan re-viewed the parade as it passed the Roman Catholic Orphan Asylum.

The fireworks display on the Brooklyn bridge began at 10:30 and lasted until mid-night. There were illuminations from the towers in the shape of Chinese suns six feet in circumference and of an illuminating power which enabled them to be seen 25 miles away showing the American and Italian colors. Groups of bouquets and thousands of rockets were fired simultaneously from the towers, crossing and in-tersecting in their flight. Millions of magnesium stars of the spreading variety and of the largest caliber were fired skyward from mortars 800 feet high. As a windup to the evening there was a second fall of Niagara, which occupied the length of the bridge from tower to tower. There were more than 500 square feet of water fall

in the shape of liquid fire. The military parade which occurs to morrow will be a gigantic affair—possibly the largest of its kind ever held. Wednesday is the anniversary day proper. It is a legal holiday.

## BLUE COATS AT THE DEDICATION.

The Largest Assembly of Regular Troops Since the Civil War.

CHICAGO, Oct. 11. - The dedication ceremonies of the World's Fair, it is announced this evening, will be participated in by a larger assembly of regular army troops than has been mustered together at any one time since the war.

time since the war.

General Miles will have charge of the troops to be aided by Brigadier General Eugene A. Carr. It hashappened but once since the Civil War that two general officers of the army have been assigned together for the discharge of a single duty.

## Their Annual Day of Prayer.

To-morrow is the annual day of prayer appointed by the International Committee of the Young Wonen's Christian Associations. There will be a meeting at the rooms of the Central Young Women's Christian Association of this city at 7:30 in the even-ing. All members and friends of the association are asked to be present at this meetciation are asked to be present at this meet-ing and to remember, in morning devotions, the international, State and local work, and the unconverted women of this city.

## Fixed the Valuations.

A number of county auditors from Ohio and Indiana registered at the Schlosser yesterday. They came here to confer with the local officials of the Pennsylvania Company about property valuations. It is a regular thing for them to visit Pittsburg yearly. In the party were Theo, W. Par-ker, Upper Sandusky; P. Walther, Lima; L. A. Loichat, Canton; Clyde Mansfield, Cleveland; M. M. Thompson, Kenton.

Without a Position Yet. William Weihe's term of office as President of the Amalgamated Association expires with the end of this month. When seen yesterday he said he had not yet de-cided what he would do after that time. He denied that he had been engaged by the Oliver Iron and Steel Company, and said there was no truth in the report. It has been reported that he will engage in the

## Everyone in Town

Would prefer being excused from a surgical operation when they could be positively cured of piles by using Hill's Pile Pomade. A printed guarantee with each package. Price, \$1; six packages, \$5. By mail. For sale by Joseph Fleming & Son, 412 Market street.

## GOING TO CHICAGO.

Superintendent Hamilton Will Make Final Inspection of the World's Fair Grounds -Pennsylvania's Grounds Will Be Free to All Visitors.

Superintendent William Hamilton, of the Allegheny Conservatory, goes to Chicago to-day to make a final inspection of the grounds surrounding the Pennsylvania State building, of which he is in charge. Mr. Hamilton has been making weekly visits to the Fair in order that he may personally superintend the work that is going on. There will be no effort at floral display. The best quality of cement walks and well sodded grass plots will be all that the Commissioner of Floriculture for Pennsylvania means to undertake.

sylvania means to undertake.

Superintendent Hamilton said yesterdsy:
"I expect to have everything in order by
the opening on the 21st. It will be the
first grounds completed. My effort has
been to have them plain and neat. No,
there will be no 'keep off the grass'
placards, people may walk on the grass all
they please. Some of the States are making efforts at elaborate landscaping garden
and results show their efforts are not very
successful. The main walk is to be 20 feet successful. The main walk is to be 20 feet wide, the side one 13 feet; all are to be granolithic pavement. When I made an estimate of the cost of the work for the commissioners they said my demands were too modest and they would not hold me to that sum."

For the competitive floral exhibition to be held at the World's Fair four plants were sent to Chicago last week from the Allegheny conservatory. Superintendent Hamilton expects them to be able to show up against any other in the world.

Last week at a sale in New York were sold three specimens of orchids, two of which were never known before. Superin-tendent Hamilton secured these specimens for his collection. One is known as the cattleya aclendia; the two new specimens are cattleya Alexandræ, cattleya Victoria Reginæ. They will be in bloom about

During the Exposition all the houses in the conservatory expect the aquatic and main tropical department will be closed, because the people do not seem to know to keep their hands off the flowers.

### FOUND DEAD IN BED,

Mrs. Volenic Blew Out the Gas in a Jersey City Hotel.

Maria Volenic, who bought a ticket at Schamburg's Agency, on Smithfield street, on Sunday last for Agram, Austria, was found dead in her room at Spitzers Hotel, in Jersey City yesterday. She was on her way to the old country and was to have sailed on the Spree yesterday morning with a number of other Austrians. When her companions looked for her to go to the steamer, she could not be found. After a search she was discovered in her room,

The gas jet was open, a fact that con-vinced the hotel people that she had blown out the gas. Very little could be learned of the woman or her relatives, more than that she is married and that her husband lives in Etna or Sharpsburg. She has no

### AN OLD STOCK CERTIFICATE.

Five Shares in Tammany Hall Bought in 1812 for \$50 Now Worth \$11,000.

W. M. Clark, commercial agent of the Missouri Pacific road, has a certificate of stock in old Tammany Hall that was issued to his grandfather in 1812. He prizes it very highly. It calls for five shares at \$10 apiece, and he paid \$50 for it. The certificate has been handed down in the family and is now worth \$11,000. Mr. Clark is trying to find out if the stock in the ancient hall was ever called in. If not its full value at present can be collected. It requires an examination of the New York records for 80 years to determine the point. The job is so laborious that few lawyers are willing to undertake it on chances. This shows how property values have increased in New York during the period mentioned.

A telegram from Harrisburg states that Henry W. Oliver, David B. Oliver, James B. Oliver, John C. Oliver and Charles D. Fraser are the incorporators of a new concern to be known as the Rosena Furnace Company, of Pittsburg. The capital stock is \$1,000,000. The name of the Bolton Steel Company has been changed to the Canton Steel Company.

## Will Be Heard in Court.

Christ Ripple, of McKcesport; W. C. Galbraith, 105 Taggart street; J. M. Kane, 1918 Penn avenue; G. A. Samuels, Dia-mond square, and H. W. Allison, 152 Steuben street, prosecuted before Alderman McMasters by Emil Winter for dealing in oleomargarine yesterday, waived a hearing for trial at court, and furnished bonds in the sum of \$500.

## The Output of September.

The September output of the Thirty-third street mills was 3,912 tons. The output of last June, when the mill was running union, was 7,200 tons. The strikers were greatly encouraged over the report yesterday, as they assert that the company cannot suc-cessfully run the mill, and are as hopeful of winning as ever.

Charged With Stealing Money.

Joseph and John Ugascuri, two Poles, were arrested early yesterday morning by Lieutenant Johnson of the Southside police. They were charged by a fellow Pole, named Rodel Mozowski, with breaking open his trunk and stealing from it \$130 of his savings. They will get a hearing to-day.

## Back From the West.

F. H. Eaton, of the Department of Charities, who has been out West on a visit to his son Heward Eaton, returned yesterday. Mr. Eaton stopped over in Chicago, and is wildly enthusiastic over the World's Fair buildings and grounds, having made a per-sonal inspection of them.

Charged With Embezzlement. N. P. Weiner, of Brownsville, Pa., was arrested yesterday on a warrant issued by Magistrate Gripp, charging him with embezzlement on two different counts. The prosecutor in the case is M. Dorritt, a representative of the Henricks Music Company.

Good Sanitary Condition. The deaths in the city for the past week

number 81. This is the lowest death rate in the city for the past 18 months and is only 1614-per 1,000 inhabitants. This it is claimed shows the city to be in a perfect sanitary condition.

In Memory of the Dead Poet. The pupils of the Allegheny High School celebrated Tennyson Day yesterday. On the death of any public man it is their

custom to hold commemorative exercises. Not excelled by any high-priced liniment. Salvation Oil 25 cents a bottle.

## A Noted Event.

The reception to be tendered this evening by the members of the Columbus Club to their friends promises to be elegant and select. The building has been placed in the hands of Messrs, John R. & A. Murdooh, whose arristic skill and almost endless resources in royal palms, rich tropical plants, maiden hair ferns and exquisite roses assure its conversion into a fairy land.

An edition of 10,000 copies of the Souvenir programme for Columbus Day has been ordered. Send 6 cents in postage for copy to Box 589, Pittsburg, Pa.

Persect action and perfect health result from the use of De Witt's Little Early Sizers. A perfect little pill. Very small; very sure

# ON THE-SHANE FARM.

J. M. Guffey Strikes a 35-Barrel-an-Hour Producer in His No. 5.

OTHER WELLS SHOWING GOOD.

One Light Gasser and a Duster Completed Near Fairhaven.

PIPE LINE STATEMENTS BULLISH There were a number of surprises in the

local oil field yesterday. The estimated production of McDonald was 20,500, the same as the day before, although there were some good wells developed.

J. M. Guffey drilled his No. 5, on the Shane farm, deeper into the Gordon sand, and in three hours it made 107 barrels, or at the rate of 35½ barrels an hour. It is located southwest of the old Meise well, south of Willow Grove.

Greenlee & Forst shot their No. 6 on the

Greeniee & Forst shot their No. 6 on the Marshall farm at Noblestown yesterday and it started off at 50 barrels an hour.

Their No. 1 on the Oak Bidge property, east of Oakdale, is due in the sand to-day. Greeniee & Potter's No. 1 on the Hartman farm was reported yesterday to be making from 20 to 25 barrels an hour. Connor & Co.'s well on the Cook, a short distance from the Potter, was flowing from 10 to 15 barrels an hour.

the Potter, was flowing from 10 to 15 barrels an hour.

The Florence Oil Company's well on the Miller farm was reported to be flowing on the ground at the rate of 30 or 60 barrels a day. They have no tankage up and will not drill it deeper until they are ready to take care of the oil.

The Forest Oil Company's No. 4 McClelland, east of Oakdale, was in the sand and showing for a well.

W. P. Rend's No. 3 on the Sauters' farm, southwest of McDonald, is shut down for water. They have about drilled out the packer which caught while they were packing off the gas, and they have almost succeeded in getting the tools out of No. 2.

The Manufacturers' Gas Company has just finished up a light gasser on the Cooley farm on the Castle Shannon Railroad, near Fairhaven, and in the same locality they have just drilled a dry hole on the Inglet farm.

The Gauges.

The Gauges. The production of McDonald was 20,500 resterday, the same as the day before. The hourly granges of the largest wells at McDon-ald yes worday were as follows: Forst & Greenica's No. 2 Noble, 20; Greenica & Hart-man's Ko. 1 Potter, 20. The estimated pro-ductical was 20,500; stock in field, 49,000.

Runs and Shipments Saturday. The National Transit runs were 25,052; shipments, 29,055. Runs of Southwest Pennsylvania from McDonald, 22,892; outside of AcDonald, none; total runs, 22,892; Buckeye runs of Macksburg oil, 7,593; shipments, none. Buckeye runs of Lima oil, 38,798; none. Buckeye runs of Lima oil, 38,798; shipments, 48,665; Eureka runs, 16,926; shipments, 2,730; new York transit shipments, 10,685. The runs of the Tidewater Pipe Line Commany Saturday were 3,768; total for the month, 25,578; average, 2,831; shipments, not in; Sunday shipments, 30,529; total, 61,198; average, 6,799.

The Western and Atlantic Pipe Line runs Saturday were 2,672; shipments, 2,32.

The runs of the W. L. Mellon pipe lines on Monday were 6,737; receipts from other lines, 1,270; total receipts, 8,097; shipments, 6,459.

### Runs and Shipments Sunday. The National Transit shipments Sunday

vere 3,296. Southwest Pennsylvania runs, 8,549. Macksburg runs, 8,132. Buckeye runs of Lims oil, 9,715; shipments, 28,033. Eureka runs, 12,250; shipments, 2,83). Southern Pipe line shipments, 2,207. New York Transit shipments, 2,137.

Runs and Shipments Yesterday. The Monday runs of the National Transit Company were 33,995; shipments, 18,253, Southwest runs from McDonald were 17,414; Southwest runs from McDonald were 17,414; outside of McDonald, 9,116; total, 26,531. Buckeye Pipe Line runs from the Macksburg field, 7,169; shipments, 290. Buckeye runs of Lima oil, 43,900; shipments, 60,755. Eureka Pipe Line runs, 15,851; shipments, 1917. Southern Pipe Line shipments, 41,546. New York Transit shipments, 47,635. The Tidewater Pipe Line runs were 4,191; total, 29,635; average, 2,963. The western and Atlantic lines run 77 barrels Sunday; shipments, 1,636. On Monday their runs were 4,301; shipments, 2,105. The runs of the W. L. Mellon lines on Saturday were 6,942; shipments, 3,630. Their runs Sunday were 7,215; shipments, 3,540. The runs from the Sistersville field on Saturday were 16,573; on Sunday, 17,945, and on Monday 15,292 barrels.

September Pipe Line Statements.

September Pipe Line Statements. The following is a summary of pipe line statements for the month of September: Liabilities of National Transit Company, 12,001,843; of Southwest Pennsylvania lines.

12,001,843; of Southwest Pennsylvania lines, 2,719,4:3; of Eureka line, 494,016; of Macksburg oil, 441,494; of Southern Pipe Line Company, 262,800; of New York Transit, 294,096; total, 16,913,680. Gross stocks of National Transit Company, 13,617,193; of this and other lines combined, 18,842,284. Settiment and surplus of all, 1,928,601. Runs from wells of National Transit Company, 879,236; Southwest Pennsylvania lines, 742,166; Eureka, 404,634; Macksburg, 135,333; total, 2,161,471. Other specifics were \$44,364 for, National Other acceipts were SA,564 for National Transit, this with other lines combined ag-gregated 2,679,888. Regular shipments aggre-gated 2,181,649. Other deliveries aggregated 2,759,831

2,750,851.

Outstanding certificates of the National Transit Commany aggregate 6,106,717. Credit balances 5,836,125.

This report shows a decrease of 162,388 barrels in receipts for the month of Seytember below that of August, and less than 30,000 barrels in the increase of net stocks. There is also an increase of 140,024 barrels in the shipments of September over those of August. There is an increase of 53,184 in credit barnces, and an increase of 53,184 in credit barnces, and an increase of 31,821 in certificates.

crease of 53,184 in credit balances, and an increase of 53,231 in certificates.

The certificates of the Buckeye Pipe Line Company were 18,300,000, r. decrease of 6,000 barrels, and credit balances figured 850,838 barrels, a decrease of 249,312 barrels below that of August.

The total liabilities of the Buckeye Line are 19,153,052; gross stocks, 20,763,770; sediment, 1,613,712; runs from wells, 1,312,624; other receipts, 39,224; shipments, 1,230,174.

The following shows the amount of stock held by other companies at the end of September: Tidewater, 56,8185; Octave, 2,522; Charles Miller, 11,873; Western and Atlantic, 669,105; Elk line, 7,708; Emery lines, 45,784; W. L. Mellon lines, 50%,406; Producers' line, 119,634.

## The On Market.

The O'l Market.

Range of the November option: Opening, 51%c; highest, 52c; lowest, 51%c; closing, 51%c bid.

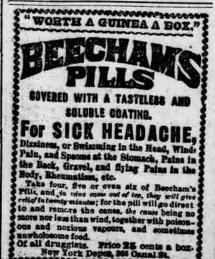
Refined oil—New York, 6,05c; London, 4%d; Antwerp, 187%f.

NEW YORK. Oct. 11.—Petroleum opened dull throughout; Pennsylvania oil—Spot sales, nong, November option, sales, 13,000 barrels 2, 28c. Lima oil—Sales, none.

Oil Cyry, Pa., Oct. 11—National Transit certificates opened 51%c; highest 52c; lowest certificates opened 51%c; highest,52c; lowest, 51%c; closed, 51%c. Sales 16 900 barrels; clear-ance/, 120 900 barrels; shipments, 116 583 bar-rels; runs, 114,191 barrels.

To Make a New Running Card. Chiefs Brown and Humphries and Assistant Chiefs Coates and Steel met yesterday for the purpose of making a new running card for the fire department. Quite a num-ber of changes will be made in consequence of a number of new boxes being placed throughout the city.

FOR HEADACHE Use Horsford's Acid Phosphate. Dr. I. R. Sanford, Sheffield, Mass., says: "Most excellent in derangements of the nervons system, such as headache and sleep-lessuess."



# NEW ADVERTISEMENTS

A. G. CAMPBELL & SONS.

# **INFANTS'**

# CHILDREN'S FURNISHING DEPARTMENT

New and exclusive styles in CHIL-DREN'S CLOAKS; ages, 1 to 4

INFANTS' BONNETS-An ex-

traordinary display. SLIPS and DRESSES in endless

HAND EMBROIDERED WRAP-PERS, SACQUES and SKIRTS. INFANTS', CHILDREN'S and MISSES' CLOAKS, DRESSES and

FURNISHINGS made to order. 27 FIFTH AVE. 27

If it is made with

# Cottolene

instead of

LARD,

and the Pie will be

Manufactured only by N. K. FAIRBANK & CO., CHICAGO. PITTSBURGH AGENTS:

F. SELLERS & CO.

PITTSBURG AND LAKE ERIE RATI-ROAD

Company, Fotedule in effect May 15, 1822.
Central time.— INEART— For Cleveland, \*8,00 a.m., 1.55, 4,20, \*9,45 p. m. For Clucinnati, Chicago and St. Louis, \*1,35, \*9,45 p. m. For Buffalo, 5,60 a. m., 4,20, \*9,45 p. f. For Buffalo, 5,60 a. m., 4,20, \*9,45 p. f. For Salamanca, \*8,00 a. m., \*1,55, 4,30, \*8,10, 11,50/4, m., \*1,55, 5,30, \*4,20, \*9,45 p. m. For Beaver Frids, 6,60, 7,60, \*6,00, 11,35 a. m., \*1,55, 4,30, \*4,20, 5,20, 9,45 p. m. For Chartlers, \$15, 30, 5, 35, 4,60, 76, 62, 70, 0, 75, 77, 50, \*58,07, 8,30, \*9,10, 11,37, 11,45 a. m., 12,10, 1,00, 2,00, 3,30, 4,65, 54,23, \*4,25, \*5,10, 4,20, \*5,00, \$9,45, 10 p. m.

AZHUYE—From Cleveland, \*6:30 a. m., \*12:30, 5:10, \*1,20, \*1,30 p. m. From Cleveland, \*6:30 a. m., \*12:30, \*1,20, \*1,30 p. m. From Buffalo, \*6:30 a. m., 12:30, \*1,30 p. m. From Salamanca, \*4,20, \*1,00 a. m., \*12:30, \*1,30, \*1,00 a. m., \*12:30, \*1,50, 4:05 p. m. For Espica and Beechmont, 7:37 a. m., 4:05 p. m.
P., C. & Y. trains from Mansfield, 7:31, 11:50 a. m., 2:37 p. m. From Beechmont, 7:31, 11:50 a. m. P., McK. & Y. R. R. — DEPART—For New Haven, 3:20 a. m., 73:00, 5:25 p. m. p. m. For McKeesport, Elizabeth, Monongahela City and Belle Vernon, %:40, II:05 a. m., %:60 p. m. From Belle Vernon, Monongahela City, Elizabeth and McKeesport, %:40 a. m., 17:55, %:65 p. m. Dally, Sundays only, iTo and from New Castle only. City Ticket Office, 639 Smithfield Street.

A LLEGHENY VALLEY RAILWAY CO—
A Taking effect June 26, 1892, trains will leave and arrives at Union station. Pittsburg, castern standard time: Buffalo express—Leaves at 8:29 a. m., 8:50 p. m. (arriving at Buffalo at 5:45 p. m. and 7:29 s. m.,); arrives at 7:05 s. m., 6:25 p. m. Oil City and Duifols express—Leaves 6:05 s. m., 8:25 s. m., 1; 30 p. m.; arrives 1:00, 6:35, 10:20 p. m. Emilenton—Leaves 8:45 p. m.; arrives 1:00 p. m., arrives 1:01 s. m., 1:30 p. m.; arrives 6:50 s. m., 1:50 p. m., 8:50 p. m., 8:50 p. m., 1:40 p. m., arrives 6:60 a. m., 1:200 p. m., 5:30 p. m., 7:60 p. m., arrives 8:60 a. m., 1:50 p. m., 2:30, 2:30, 11:30 p. m.; arrives 8:60 a. m., 1:50 p. m., 2:30, 2:30, 11:30 p. m.; arrives 8:60 a. m., 1:250, 4:60, 11:40 p. m. Hulton—Leaves 7:50 p. m.; arrives 9:20 p. m. Sunday trains—Buffalo express—Leaves 8:20 a. m., 8:50 p. m.; arrives 7:30 p. m.; arrives 9:20 p. m. Sunday trains—Buffalo express—Leaves 8:20 a. m., 8:50 p. m.; arrives 7:10 p. m. Hittanning—Leaves 9:20 p. m.; arrives 9:10 p. m.; Hittanning—Leaves 9:20 p. m.; arrives 7:10 p. m. Fullman sleeburn—Leaves 9:20 p. m.; arrives 7:10 p. m. Pullman sleeburn—Leaves 9:20 p. m.; arrives 7:10 p. m. Pullman sleeburn—Leaves 9:20 p. m.; arrives 19:10 p. m.; Arrives DAVID MCCARGO, JAMES P. ANDERSON, Gen. 1 Supt.

Gen. 1 Sup



CHICAGO ... ST. LOUIS

Kansas City & Omaha

THE OLD ADAGE don't run this way, BUT THE NEW ONE DOES: If you wis to be well thought of you must dress well.

# TEMPTATIONS

THAT THE PEOPLE ARE TAKING ADVANTAGE OF.

PEOPLE IN THE FIRST PLACE:



Deserve the trust and the assured conf dence of the vast crowds of customer that tread our floors daily.

## THE PRESS AND PUBLIC SAY

We enjoy the reputation which we guar cautiously and courageously, and partie purchasing from us can implicitly rely o our statement.

## THE PRESS AND PUBLIC SAY

To see our goods is to appreciate then and parties needing an Overcoat, Suit of Clothes, Hat or Furnishing Goods, will d themselves an injustice if they fail to vis

## THE PRESS AND PEOLPE SAY

We have the most elaborately arrange Boys' and Children's Suit department in Pittsburg. Tl floors are handsomely carpeted and furnished and t' moments of those who visit them are made comfortable The most important feature is their Small Profit Syster

## THE NEWSPAPERS AND PEOPLE SAY

That our display of clothing in our sho windows will not allow a person to pas Our small profit system is perfectly magnetic.

You know whom it becomes necessary to buy of. When you want to save money on Boys' Ulsters and Overcoa you know what establishment is highly recommended to the public. In fact, when you need anything in the li of CLOTHING, HATS and GENTLEMEN'S FURNISHINGS.

DON'T FAIL TO VISIT THE SMALL PROFIT DEALERS. EISNER & PHILLIPS

Corner of Fifth Ave. and Wood St.

Magic Lanterns and Dime Savings Banks given gratis as a token of appreciation for your trade.

ennsylvania Lines.

Trains Run by Central Time. Northwest System-Fort Wayne Route Очтакт for Chicago, points intermediate and beyond: \*1.20 a,m., \*7.10 a,m., \*12.20 p,m., \*1.00 p,m., \*3.45 р. т., 111.30 p.m. Авгичи from same points: \*12.05 а,т., \*1.15 a,m., \*6.00 a,m., \*6.35 a,m., \*6.55 p,m.,

p. m., 11.50 p.m. Active from same points: \*12.05 a.m., \*1.15 a.m., \*6.00 a.m., \*6.35 a.m., \*6.55 p.m., \*6.45 p.m.

Defant for Toledo, points intermediate and beyond: †7.10 a.m., \*12.20 p.m., \*1.00 p.m., 111.20 p.m. Arrivation same points: †1.15 a.m., \*6.35 a.m., \*16.45 p.m. Dipart for Cleveland, points intermediate and beyond: †6.10 a.m., \*7.10 a.m., \*11.30 p.m., \*11.55 p.m., \*5.55 p.m., \*7.10 a.m., \*11.30 p.m., \*11.55 p.m., \*5.55 p.m., †6.50 p.m.

Defart for Martins Ferry, Bridgeport and Bellaire: †6.10 a.m., †1.30 p.m., †4.10 p.m. Arriva from same points: †9.00 a.m., †1.55 p.m., †6.50 p.m.

Defart for New Castle, Fire, Youngstown, Ashtabula, points intermediate and beyond: †7.20 a.m., †12.20 p.m., Arriva from same points: †1.25 p.m., 15.40 p.m.

Defart for New Castle, Jamestown, Youngstown and Niles, †3.45 p.m. Arriva from same points: †8.40 a.m.

Defart for Youngstown, \*12.20 p.m. Arriva from Youngstown, \*6.45 p.m.

Southwest System—Pan Handle Route Youngstown, \*6.45 p.m.

Southwest System—Pan Handle Route
Defeat for Columbus, Cincinnai, Indianapols, St.
Jouis, points intermediate and beyond: \*1.10 a.m.,
\*8.30 a.m., \*8.45 p.m., \*11.15 p.m. Arrive from same
points: \*2.20 a.m., \*8.00 a.m., \*5.50 p.m.

Defeat for Columbus, Chicago, points intermediate
and beyond: \*1.10 a.m., \*12.05 p.m. Arrive from
same points: \*2.20 a.m., †3.06 p.m.

Defeat for Washington, †6.15 a. m., †8.55 a. m.,
†1.55 p. m., †8.30 p. m., †4.45 p.m., †8.50 a. m.,
†10.25 a. m., †2.35 p. m., †6.50 p.m.

Defeat for Wesling, \*6,55 a.m., †12.05 n'n.,
†2.45 p. m., †6.10 p. m. Arrive from Wheeling,
†8.45 a. m., †3.05 p. m.

Special Notices.

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

Local Sleeping Cars running to Columbus, Cincinnati, Indianapolis, Cleveland, Toledo and Chicago are ready for occupancy at Pittsburgh Union Station at 9 o'clock p. m.

Time Tables of Through and Local Accommodation Trains of either system, not mentioned above, can be obtained at 110 Fifth Avenue and Union Station, Pittsburgh, and at principal ticket offices of the Peansylvania Lines West of Pittsburgh.

\*Daily. tEr. Sunday, 1Er. Saturday. YEr. Monday, JOSEPH WOOD,

Geerral Passenger Lyent,

Geerral Passenger Lyent, Special Notices.



pm. or Cumberland, '8 00 a m, \$1 10, #1 10, 49 10 and 25 00 pm.

#5 50 and 25 00 a m; #1 10, #4 15 and #5 00 pm.

For Washington, Pa., 7 20, 58 10 and #9 30 a m,

#4 00, #4 \$, 7 30 pm.

For Wheeling, 7 20, 58 10 and #9 30 a m, \*4 00,

7 30, 111 25 pm.

For Columbus, 7 20 a m, 7 30 and [11 55 p m.
For Newark, 7 20 a m, 7 30 and [11 55 p m.
For Chicago, 7 20 a m, and 7 30 p m.
Trains arrive from New York, Philadelphia, Rallimore and Washington, 3 20 a m, 2 30 p m. From Columbus, Cincinnati and Chicago, 3 30 a m, 3 40 p m. From Wheeling, 3 50 and 10 6 a m, 34 13, 7 55 and 13 60 p m.
Parior and sleeping cars to Baitimore, Washington, Cincinnati and Chicago.

"Dally, 10 ally except Sunday, Sunday only, ISaturday only, Thaily except Sunday, Sunday only, ISaturday only, Thaily except Saturday.

The Pittaburg Transfer Company will call for and check begrage from hotels and residences upon orders left at B a 0, Licket office, corner Fifth avenue and Wood street, and 620 Smithfield street, J. T. ODELL.

General Sanager Sen. Fass, Agent

PENNSYLVANIA RAILROAD. Trains will leave Union Station, Pittsburg

as follows (Fastern Standard Time):

main line Eastern Standard Times:

Main Line East Ward.

Pennsylvania Limited of Pullman Vestibule Cars daily at 7:18 a. m., arriving at Harrisburg at 1:35 p. m., Philadelphia 4:45 p. m., New York 7:09 p. m., Baltimore 4:40 p. m., Washington 5:35 p. m. Reystone Express daily at 1:20 a. m., arriving at Harrisburg 8:25 a. m., Baltimore 1:18 a. m., Washington 12:20 p. m., Philadelphia 11:25 a. m., New York 2:00 p. m.

Atlantic Express daily at 2:20 a. m., arriving at Harrisburg 10:23 a. m., Philadelphia 11:25 p. m., New York 4:00 p. m.

Harrisburg Accommodation daily, except Sunday, 5:25 a. m., arriving at Harrisburg 2:30 p. m.

Day Express daily at 5:00 a. m., arriving at Harrisburg 3:20 p. m., Philadelphia 5:50 p. m., New York 9:25 p. m., Baltimore 6:25 p. m., Washington 8:15 p. m., Baltimore 6:26 p. m., Washington 8:15 p. m., Philadelphia 10:35 p. m.

Mail Express daily 12:50 p. m., arriving at Harrisburg 6:00 p. m., connecting at Harrisburg for Philadelphia Express daily at 4:30 p. m., arriving at Harrisburg 1:00 a. m., Philadelphia 4:25 a. m., and New York 7:00 a. m.

Eastern Express at 7:10 p. m. daily, arriving Harrisburg 2:10 a. m., Baltimore 6:20 a. m., washington 7:30 a. m., Philadelphia 5:05 a. m. New York 7:30 a. m.

Fast Line, daily at 8:10 p. m., arriving at Harrisburg 2:10 a. m., Baltimore 6:20 a. m. Washington 7:30 a. m., Philadelphia 6:50 s. m., New York 7:30 a. m., Philadelphia 6:50 s. m., New York 7:30 a. m., Philadelphia 6:50 s. m., New York 7:30 a. m., Philadelphia 6:50 s. m., New York 7:30 a. m., Philadelphia 6:50 s. m., New York 7:30 a. m., Philadelphia 6:50 s. m., New York 2:30 a. m., Philadelphia 6:50 s. m., New York 2:30 a. m., Philadelphia 6:50 s. m., New York 2:30 a. m., Philadelphia 6:50 s. m., New York 2:30 a. m., Philadelphia 6:50 s. m., New York 2:30 a. m., Saltimore 6:20 a. m., Washington 7:30 a. m., Salt D. m. Sundays. Greensburg Express 5:15 p. m., except Sunday.

Wall Accom., 5:28, 6:00, 7:40, 8:25, 8:50, 9:40, 10:20, 11:100 a. m., 12:15, 12:50, 1:20, 2:30, 3:49, 4:50, 4:50, 5:18, 6:30, 6:46, 7:25 9:00, 10:20, 11:30 p. m., 12:10 nlght, except Monday. Sunday, 8:40, 10:30 p. m., 12:10 nlght, except Monday. Sunday, 8:40, 10:30 p. m. and 12:10 nlght, except Monday. Sunday, 8:40, 10:30, 10:30 p. m. and 12:10 nlght, 2:30, 2:30, 2:30, 2:30, 10:30 p. m. and 12:10 nlght, 2:30, 8:35, 8:50, 6:53, 6:00, 6:15, 6:45, 7:00, 7:25, 7:40, 8:10, 8:35, 8:50, 8:40, 10:30, 11:00, 11:10 a. m., 12:01, 12:15, 12:30, 12:

SOUTHWEST PENN BAILWAY, or Uniontown 5:25 and 3:35 a. m., 1:20 and 4:25 p.

MONONGAMELA DIVISION.

ON AND AFTER MAY 25, 1891. ON AND AFTER MAY 25, 1891.

For Monongahela City. West Brownsville and Uniontown, 10:43 a. m. For Monongahela City and West Brownsville, 7:35 and 10:40 a. m., and 4:50 p. m. On Sunday, 8:55 a. m. and 1:01 p. m. For Monongahela City only, 1:01 and 5:50 p. m. week-days. Dravosburg Accom., 6:00 a. m. and 7:10 p. m. week days., West Elizabeth Accom. 8:35 a. m., 4:15, 6:20, and 11:35 p. m. Sunday, 9:40 p. m. WEST PENNSYLVANIA DIVISION. From FEDERAL STREET STATION, Allegheny

8:10, 10:20 and 11:40 p. m. Sundays, 12:35 and 2:36 p. m., p. m.,

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