DISPATCH, THURSDAY

NOT OPEN TO BRIBES.

A Councilman Assaulted Because He Would Not Accept Money.

THEY ARE M'KEESPORT NOTABLES.

Jane Cathery Fails to Get the Benefit of a Widow's Exemption.

GENERAL HAPPENINGS OF THE COURTS

In the Criminal Court before Judge Kennedy, Patrick Bligh and Dr. O. S Weddell are on trial on cross suits. Bligh is a Conneilman of McKeesport and charges Dr. Weddell with offering him a bribe. Dr. Weddell charged Bligh with aggravated assault and battery.

Dr. Weddell alleges that he went to Bligh's house to collect a bill for medical services. Bligh would not pay him and finally assaulted him and struck him with a shovel. Bligh denies this story and alleges that

Dr. Weddell went to him and tried to bribe him in the matter of opening a street in which the doctor was interested. Bligh re-fused and the quarrel followed. Then cross suits were brought,

RECORDS AGAINST HER.

A Wife Deserted Her Husband Before His Death and Wants the Widow's Exemption-Judge Hawkins Rules That by Leaving She Forfeited Her Rights. A hearing was had before Judge Hawkins, in the Orphans' Court, yesterday, in the application of Mrs. Jane Cothery for the benefit of the widow's exemption of \$300. The applicant claims to be the widow of

Joseph Cothery, of Millin township,

though her claim is contested.

Cothery was up in the sixties when he died, a short time ago, leaving a small amount of property, but no will. The applicant, 65 years of age, had lived with him and claimed to be his wife. Cothery's children denied her claim and asserted that she had never been married to their tather. At the hearing yesterday the claimant stated that she had been married. ried to Cothery, about two years before his death, at the Fourth Avenue Baptist Church. She lived with him until a couple of months before his death, when she leit him on account of ill-treatment. When sick he wanted her to come back, but she would not and she did not even go to his

The records of the marriage license office showed that a license had been issued to Cothery and Jane Ogden, the claimant, but no return had been made by any minister or justice. No witnesses or minister were produced and the testimony as to the mar-

riage was vague.

Judge Hawkins ruled on the question without deciding as to the marriage. He said even if the woman was Cothery's wite, she had by leaving him and refusing to re-turn to him forfeited her rights to the

AN OLD STORY REVIVED.

The Wylle Avenue Explosion of 1889 Figures in Supreme Court.

The Supreme Court disposed of nine cases yesterday. Two of the cases argued recall the explosion on Wylie avenue, be tween Tunnel and High streets, in the fall of 1889, in which Mary A. Glass and Bar-bara Ekendorber, her servant, were budly burned. Suits were brought against the Philadelphia Company and the Central Traction Company for damages. Mrs. Glass recovered \$3,800 and Barbara Ekendorber got a verdict of \$4,360.

To-Day's Trial Lists.

Common Pleas No. 1-Minor et ux vs Me Farland; Beclitold vs Keriin; Prager vs Newlin; Richards vs Nathaniel; Wilson vs McCune; Hartle vs Siebenrock; Elliott & Co. vs Smith; Machett Paper Box Company vs Galvin; Metropolitan Life Insurance Company vs Scott et al; O'Connor vs English; Ambacker et ux vs Stevenson; Henricks vs Yotter: McKown & Son vs Jones et al

Ambarker et ux vs Stevenson; Henricas vs Yoster: McKown & Son vs Jones et al; Murphy et al vs Fay.

Criminal Court — Commonwealth vs Mary Bennett, John Zaziensky, John S eeney, Max Schoebel, William H. Jones, Charles McDonald, Philip Gatewood, Shannon Robb, Frank Thompson, W. J. Best, Joseph McGowan, Frank Powell, Joe Ross, Jon Powell, James Mackintosh, Jennie Mersh, Jerry Lutz, Frank C. Reed (S. J. K. Dorn, W. A. Carver, Lew McAllister, B. Gallinger, S. F. Marshall, John Condon, C. W. Cowles, M. Cain, D. C. Robinson, Henry Patterson, Henry Cain, Charles McKeever, H. J. Dykens, J. W. Figley, M. Carus, G. S. Kelly, T. J. Jones, R. Huston, W. M. Reen, J. Gunnels, G. F. Todd, J. E. Sawver, L. L. Cotton, J. L. Todd, J. J. Hingham, J. W. Sntveley, William Emick, R. Jamison.

The Operation an Experiment

William A. Hadfield yesterday entered suit against Dra J. E. Duncan and J. H. O'Brien for \$200 damages for the death of a mare. The plaintiff states he owned a valuable mare. The defendants in September proposed to cut nerves in the front legs of the mare to prevent her going lame. The detendants assured him it was no experiment and they could perform the operation, but they failed and the suit followed.

In Court as a Scold.

Laura Harr, of McKeesport, was tried on the charge of being a common scold. The information was made by J. B. Thompson under common law. She was acquitted.

The Salary Case Up To-Day. To-day the case of District Attorney Burleigh against Controller Grier on the question of salary and fees will be argued

Gatherings From the Courts, PRILLIP APPEL was acquitted of assault on

John Bauer, of Baidwin township. D. SAHOR and John Thomas, of Market street, were convicted of assault and bat-

in the Supreme Court.

THE case of David M. McMasters against William B. Negley, an action in ejectment, was argued in Supreme Court. A TRANSFER of the liquor license of Richard

R. Plunkett, No. 14 Tustin street, Fourteenth ward, to Adam Fuss was granted yesterday. A VERDICT of \$150 for the plaintiff was given yesterday in the case of Edward Phillips against John Phillips, Sr., an action on

A NOLLE PROS was allowed in the case of Catharine Walsh, charged with the larceny of clothing, etc., from Margaret Boyce, of the Ninth ward.

A VERDICT of \$3190 for the plaintiff was given yesterday in the case of the Synthetic Linseed Oil Company against John Stein-wender & Co., an action on an account.

SEVERAL petitions to change polling places were presented to Judge Kennedy yesterday, but he refused to consider them as the time before election is too short for the necessary notice advertising.

Junga Stowe yesterday held an inquest as to the sanity of John Holler, an old soldier. He was found to have been a lunatic for two years past. The inquest was at the petition of his wife, Catherine Holler.

A NOLLE PROS was allowed in the case of Wm. J. Murphy, an insurance agent, charged with alse pretense in making wrong representations to Minale Haupt, of Natrona, it order to get from her an insurance policy. ANDREW PHARTRESSER yesterday entered suit against William Brosic for \$200 damages for alleged false arrest. The plaintiff al-

leges Brosic sucd him before Squire Wenger for the larceny of a door key. At the hear-ing he was discharged.

MANY prominent citizens and officials recommend Dr. Bull's Cough Syrup. Don't Take the Risk

Of fire or thieves, but keep your valuable papers, bonds, etc., in the safe deposits valits in the Farmers' Deposit National Bank, 66 Fourth avenue. Boxes rented at \$5 a year

INCREASED INDUSTRIES.

WASHINGTON, Nov. 2 - [Special.]-Two of the "One hundred chief cities" bulletins issued from the Census Bureau today are those of Youngstown, O., and Williamsport, Pa. An exact comparison of industries in 1880 and 1890 cannot be made for the reason, that in 1880 the statistics of the cities and their counties were combined. The number of industries reported from Youngstown are 36 and the number of establishments 140; capital, \$5,894,572; hands employed, 4,887; wages paid, \$3,071,123; cost of materials used, \$7,214,151; value of product, \$12,964,562. The population is

course, connected with iron and steel manufactories. Eight iron and steel establishments report an aggregate capital employed of \$4,946,104; plant, total, \$2,506,140; aggregate wages paid, \$2,491,392; hands employed, average, \$7.76; aggregate cost of materials used, \$6,332,311; aggregate value of product, \$9,676,050. In 1880 the number of establishments reported for Youngstown and Mahoning county was 320; capital invested, \$4,871,691; hands employed, 3,957; wages paid, \$1,702,668; value of materials, \$7,310,399; value of product \$9,847,238.

The entire county of Lycoming, in which Williamsport is situated, reported 612 establishments in 1880, capital \$6,968,462; hands employed, 4,150; wages paid, \$1,221,510; value of materials, \$5,880,083; value of products, \$9,184,295. In 1890, number of industries, 55; number of establishments, 257; capital, \$10,243,487; hands employed, 5,200; wages paid, \$2,315,811; cost of materials, \$5,024,170; value of products, \$9,601,329; population in 1880, 18,934, and in 1890, 27,132; assessed valuation in 1880, \$6,224,350, and in 1890, \$9,902,409; municipal debt in 1880, \$651,272, and in 1890, \$701,358. Eleven foundries and machine shops report a capital of \$548,249; 4 turniture factories a capital of \$548,249; 4 turniture factories a capital of \$548,249; 4 turniture factories a capital of \$709,849; 3 kindling wood factories a capital of \$708,849; 3 kindling wood factories a capital of \$130,418, and 6 confectionery establishments a capital of \$91,234.

BATES TO THE WORLD'S FAIR.

Trunk Line Representatives Favorable to

Reduced Price Tickets. NEW YORK, Nov. 2.-A special meeting of the Trunk Line Executive Committee has been called for Tuesday, the 15th instant, to consider the subject of World's Fair rates. It is not expected that the general passenger agents will do anything further in the matter until after the Executive Committee has acted. The point to be settled first is the kind of ticket to be issued for the use of World's Fair excursionists. After that will come the ques-tion of rates. All of the railroads are dis-posed to make a liberal reduction from the regular rates.

As the matter now stands, all of the trunk lines except the New York Central and West Shore roads are favorably disposed toward making what is called a "one-way" rate. The New York Central people are strongly in favor of a round-trip ticket. The advocates of the "one-way" rate urge that the round-trip ticket plan would ren-der it difficult to maintain single-fare rates each way.

SUB-SOIL TITLES SETTLED,

Miners and City Lot Owners Come to Sati factory Terms at Last.

WASHINGTON, D. C., Nov. 2.—The Actng Commissioner of the General Land Office has agreed to the compromise effected between the town site claimants of Lead City, S. D., and the mineral localities, by which patents will issue to the latter and they in turn will convey to the respective lot owners title to the surface.

By to-day's decision the town site entry will be cancelled to the extent of its conflict with the mineral entries, thus closing a controversy which has been before the General Land Office in one form or another during the last ten years.

WAGGONER CAUGHT A ROBBER.

The New Police Captain Signalizes the First Night of His Promotion.

John Eitzman, claiming to be a farmer from an adjoining county, was robbed by Dash McCov at First avenue and Water street early yesterday morning. Captain Waggoner signalized the first night of his promotion by capturing McCoy in the act of going through Eitzman's pockets. At the hearing vesterday morning McCoy was let off with 90 days to the workhouse, Eitzman refusing to enter suit because he did not want to come to Pittsburg for the trial.

FORGER HOWES ARRESTED.

He Was Wanted in Many States for Swindling the Banks.

NEW YORK, Nov. 2.-At Yonkers this afternoon two detectives arrested Charles Augustus Howes, a dashing young forger, who is wanted at Manchester, as well as in almost every State in the Union. In the last three months he has, according to his own confession, obtained from banks at least \$30,000. He hails from Seattle, Wash., where he once conducted a real estate busi-

Striking Messengers Use Violence, DETROIT, Nov. 2.—The messenger boys employed by the Western Union Tele-graph Company in this city struck to-day to compel the company to discharge an ob-noxious clerk and reinstate another. Fo some time to-day no messages could be delivered, the new boys being pounced upon by the strikers and beaten until they gave up their positions. Several arrests were

Juvenile Train Wreckers in Detroit. DETROIT, Nov. 2 .- Michael Connelly, 10 years old, and James Dowling, aged 11, were lodged in jail this afternoon charged with turning a Michigan Central semaphore in West Detroit this morning for the purpose of wrecking trains.

Is Your Life Worthless?

Are you incapable of earning a living or supporting a family? If so, you'd be foolish to insure yourself, for your life isn't worth anything to anybody.

If you are supporting a family, you mayn't always be able to do it. Old are or death may stop you. The Equitable Life Assurance Society protects you against both. If you die to-morrow your family is safe from want. If you live 20 years you got the benefit yourself.

EDWARD A. WOODS Manager.

EDWARD A. WOODS, Manager, 516 Market street, Pittsburg.

REAL ESTATE SAVINGS BANK, LIM.

401 Smithfield Street, Cor. Fourth Avenue Capital, \$100,000. Surplus, \$81,000.
Deposits of \$1 and upward received and interest allowed at 4 per cent.

KEW ADVERTISEMENTS

Gains in Prosperity and Population During Ten Years Ending 1890.

product, \$12,904,302, The population is given as 33,220 against 15,435 in 1880; assessed valuation \$4,459,340 in 1880 and \$7,001,020 in 1890; municipal debt, \$309,143 against \$183,407 in 1880.

The chief industries reported are, of course, connected with iron and steel manufactories. Eight iron and steel establishments report an aggregate capital amplement

are sure to be the gainer. See our Overcoats at \$8, \$10, \$12 and \$15. Look at our Suits at \$10, \$12, \$15

nol-6-TTS

Woman's

are a natural source of pride to their owner-if they 're white and smooth.

A CHRYSANTHEMUM EXHIBIT.

New York society is going wild over chrysanthenums. The craze has spread to this city, and one of our leading drygoods merchants, Mr. W. C. Bernardi, of South Thir

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

Highest of all in Leavening Power.-Latest U. S. Gov't Report.



NEW ADVERTISEMENTS

SURE CURE

EUROPEAN STE : MAHIP

WHITE STAR LINE.

For Queenstown and Liverpool, Royal and United States Mail Steamers

INMAN LINE.

New York, Queenstown and Liverpool,

From New York Every Wednesday.

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

FROM NEW YORK:

City of New York, Wednesday, Nov. 9, 9 A.M. City of Chester, Wednesday, Nov. 16, 3 F. M. City of Paris, Wednesday, Nov. 23, 8 A.M. City of Berlin, Wednesday, Nov. 30, 2 P. M.

For rates of passage and other information apply to INTERNATIONAL NAVIGATION COMPANY,

Gen'l Agents, 6 Bowling Green, New York, or to J. J. McCORMICK, 629 Smithfield st., Pitts-burg. no3-TTs

ALLANLINE

ROYAL MAIL STEAMSHIPS

GLASGOW to PHILADELPHIA

via DERRY and GALWAY. The most di-rect route from Scotland and North and Middle of Ireland. ACCOMMODATIONS UNSURPASSED, Intermediate, 830. Steerage, 819.

NEW YORK and GLASGOW

PENNSYLVANIA RAILROAD

IN EFFECT JUNE 12, 1892.

STATE

LINE.

Steerage, \$19. SERVICE OF

jel8-b

ALLAN LINE STEAMSHIPS.





954 and 956 Liberty St.,

Star Corner.

"I have to wash" is no excuse, for

AMERICAN FAMILY

preserves the most delicate skin or the thinnest fabric. Soaps that smart like a whip's lash-aren't you tired of them? Your poor hands are. JAS. S. KIRK & CO., - Chicago.

The First of Its Kind Ever Given This City by a Merchant.

city, and one of our leading drygoods merchants, Mr. W. C. Bernardi, of South Thirteen and Carson streets, has an exhibit at his place of business that is a treat. His large show windows are a paradise for the lovers of the beautiful creations of the floral kingdom. Hundreds of white, red, yellow, pink, puff, cream, salmon, shrimp and other colored chrysanthemums rear their proud heads above their surroundings, and like human beings seem to vie with each other in looks of beauty. The big windows and part of the store are given up to the exhibit, which is the first of its kind ever given here and shows the enterprise of Mr. Bernardi. The plants are in all sizes and varieties. Among the prettiest are a dark red named after Mrs. Direxel, of Phildelphia, and a white samed in honor of Mrs. Adams, of New York. The red is very rare, there being but a few in this country. There is another called the yellow Knota which is indeed very pretty. It would be immossible to describe the fine Eurekas, the Roubous, the Curcurligos and other plants. They will have to be seen to be appreciated. In the center of the beautiful garden is a life-size figure of a little girl, representing Flora looking over her kingdom. The background is composed of ferns, palme, etc., and on revolving podestals are little pots filled with maiden-hair lern, the finest known. The whole exhibit was planned by Mrs. E. W. Williams, the well-known florist, and Mr. E. D. Howell, the London horticulturist. The exhibit will close Thursday evening.

BLACK GIN



EXPRESSES a state of utter outness and remoteness from opportunities or a complete emptiness and absolute want of the desirable. You will be "not in it" if you don't buy one of our nobby Home-Made Overcoats at once. Our styles are the latest and most correct in cloth, makeup and finish. It's a loss of money and time not to buy one now. We are the only house that gives you some protection as to the wearing quality. You know, or rather you ought to know, that we guarantee our Clothing, Suit or Overcoat costing \$10 or over kept in repair free of charge for one year. It's self-evident you can't get the worst end of it. A year is 12 months, and time will tell on the clothes as well as on the wearer. Try it. You



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

MAIN LINE EAST WARD,

Pennsylvania Limited of Pullman Vestibule Cars daily at 7:15a. m., arriving at Harrisburg at 1:55 p. m., Philadelphia 4:55 p. m., New York 7:09 p. m., Baltimore 4:40 p. m., Washington 5:55 p.m., Reystone Express daily at 1:20 a. m., arriving at Harrisburg 8:25 a. m., Baltimore II:15 a. m., Washington 12:20 p. m., Philadelphia 1:25 a. m., New York 2:00 p. m.

Allantic Express daily at 3:30 a. m., arriving at Harrisburg 10:30 a. m., Philadelphia 1:25 p. m., Barrisburg Accommodation daily, except Sunday, 5:25 a. m., arriving at Harrisburg 2:00 p. m., Barrisburg 3:20 p. m., Philadelphia 6:50 p. m., Very York 9:25 p. m., Baltimore 6:45 p. m., Washington 8:10 p. m., Philadelphia 6:50 p. m., Washington 8:15 p. m. Mali train Sunday only, 8:40 a. m., arrives Harrisburg 7:00 b. m., Philadelphia 10:55 p. m.
Mali Express daily 12:55 p. m., arriving at Harrisburg 10:00 p. m., connecting at Harrisburg for Philadelphia.
Philadelphia.
Philadelphia Express daily at 4:20 p. m., arriving at Harrisburg 10:00 p. m., Philadelphia 4:25 a. m., and New York 7:10 a. m. Philadelphia 4:25 a. m., and New York 7:10 a. m. Eastern Express at 7:10 p. m. daily, arriving Harrisburg 2:10 a. m., Philadelphia 5:05 a. m., Wasbington 7:20 a. m., Philadelphia 5:05 s. m. and New York 7:40 a. m.
Fast Line, daily at 8:10 p. m., arriving at Harrisburg 3:30 a. m., Philadelphia 5:05 s. m., New York 9:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m.

York alty.

Johnstawn Accom., except Sunday, 3:40 p. m:

Greensburg Accom., 11:30.p. m., week days; 10:31
p. m. Sundays, Greensburg Express 5:15 p. m.,
except Sunday, Derry Express 11:00 a. m., ex-

p. m. Sundays. Greensburg Express 5:15 p. m., except Sunday. Userry Express 11:00 a. m., except Sunday. Wall Accom., 5:25, 6:00, 7:40, 8:35, 8:50, 9:40, 10:20, 11:00 a. m., 12:15, 12:50, 1:20, 2:30, 3:40, 4:50, 4:50, 5:15, 5:01, 6:45, 7:25, 9:00, 19:20, 11:20, 2:30, 3:40, 4:50, 4:50, 5:15, 5:20, 6:45, 7:25, 9:30, 10:20, p. m., 12:15, 12:50, 2:30, 4:30, 5:30, 7:21, 9:30, 10:30 p. m. and 12:10 aight.
Wilkinsburg Accom., 5:25, 6:00, 6:15, 6:45, 7:00, 2:30, 7:40, 8:10, 2:35, 8:50, 9:40, 10:50, 11:00, 11:10 a. m., 12:01, 12:15, 12:30, 12:05, 12:00, 12:30, 2:00, 2:30, 12:30, 4:00, 6:10, 6:45, 7:25, 8:20, 5:30, 5:30, 5:30, 5:40, 10:30 a. m., 12:01, 12:35, 12:00, 12:30, 2:00, 2:30, 13:00, 13:30 p. m. week-days, and 12:10 night, except Monday. Sunday, 5:30, 8:40, 10:30 a. m., 12:35, 12:30, 12:30, 2:30, 4:30, 5:30, 7:25, 9:30, 10:30 p. m. 12:31, 12:35, 12:30, 1

For Uniontown 5:25 and 8:35 a. m., 1:29 and 4:25 p. m. week-days. MONONGARELA DIVISION.

ON AND APTER MAY 25, 1891.

For Monongahela Cliy. West Brownsville and Uniontown, 10:40 a. m. For Monongahela City and West Brownsville, 7:35 and 10:40 a. m., and 4:50 p. m. On Sunday, 8:35 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 5:20 p. m. week-days. Dravosburg Accom., 6:00 a. m. and 5:20 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. Sunday, 9:40 p. m. 9:40 p. m. WEST PENNSYLVANIA DIVISION.

ON AND AFTER JUNE 24, 1802.

From FEDERAL STREET STATION, Allegheny City:—
For Springdale, week-days, 6:20, 8:45, 9:25, 10:40, 11:50 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 p. m. \$110, 10:30 and 11:40 p. m. Sundays, 12:35 and 9:30 p. m.

For Buttler, week-days, 6:20, 8:45, 10:40 a. m., 3:15 and 6:10 p. m.

For Freeport, week-days, 6:25, 8:45, 10:40 a. m., 3:15 and 6:10 p. m.

For Freeport, week-days, 6:25, 8:45, 10:40 a. m., 3:15, 4:00, 5:50 a. 10:10, 30 and 11:40 p. m. Sundays 12:25 and 9:30 p. m.

For Paulton and Blairsville, week-days, 6:55 a. m., 3:15 and 10:30 p. m. Baggage Express Company will call for the Exed check baggare from botels and residences. Time cards and full information cas be obtained at the ticket offices—No., 10: Fifth avanue, corner Fourth avenue and Try street and Union station.

CHAS. E. FUGH.

General Manager.

Gen'l Pass'r Agent.

General Manager.

Gen'l Pass'r Agent.

A LLEGHENY VALLEY RAILWAY CO.—

A Taking effect June 26, 1892, trains will leave and arrive at Union station. Pittsburg, eastern standard time: Buffalo express—Leaves at 8:20 a. m., 8:59 p. m. (arriving at Buffalo at 5:45 p. m. and 7:20 a. m.); arrives at 7:05 a. m., 6:35 p. m. Oil City and Dubois express—Leaves 6:00 a. m., 8:20 a. m., 1:30 p. m.; arrives 1:00, 6:25, 10:20 p. m. Emeluton—Leaves 8:45 p. m., arrives 1:00 a. m. Kittanning—Leaves 9:26 a. m., 5:00 p. m; arrives 8:25 a. m., 5:55 p. m. Braeburn—Leaves 6:26 a. m., 1:26 p. m., 5:15 p. m., 7:16 p. m., 2:30, 9:30, 11:30, p. m.; arrives 6:40 a. m., 12:30, 4:40, 11:30 p. m.; arrives 6:40 a. m., 1:30 p. m.; arrives 6:40 a. m., 1:30, p. m.; arrives 6:40 a. m., 6:35 p. m. Emlenton—Leaves 9:50 p. m.; arrives 9:50 p. m.; arrives 9:50 p. m.; Emlenton—Leaves 9:50 p. m.; arrives 9:51 p. m.; Emlenton—Leaves 9:50 p. m.; arrives 9:51 p. m.; Emlenton—Leaves 9:50 p. m.; arrives 9:51 p. m.; Emlenton—Leaves 9:50 p. m.; arrives 9:10 p. m. P. Uniman parior buffet car on day trains and Pulman sleeping car on night trains between Pittsburg and Buffalo. Ticket offices, No. 110 Fifth av. and tolion station.

DAVID MCGARGO, JAMES P. ANDERSON, Gen'l Supt.

DAVID MCCARGO, JAMES P. ANDERSON, Gen'1 Supt. Gen'1 Supt. Gen Pass, Agt.

PITTSBURG AND WESTERN RAILWAY—
Schedule in effect May 15, 1892 (Central time).
Depot cor. Anderson st. and filver av., Allegheny.
Depart for Chicago, "2:00 p. m. Solid train with rollman sleeping car. For Kane, Bradford, 7:10 a. m. For Clarion, 7:10 a. m., 12:00 p. m. For Foxburg, 7:10 a. m., 12:00 p. m. For Buffalo, Eric. Meadville, 17:10 a. m., 12:00 p. m. For Buffalo, Eric. Meadville, 17:10 a. m., 12:00 p. m. For Buffalo, Eric. Meadville, 17:10 a. m., 12:00 p. m. For Buffalo, Eric. Meadville, 17:10 a. m., 12:00 p. m. For Buffalo, Eric. Meadville, 17:10 a. m., 12:00 p. m. For Muler, 6:30, 7:10, 9:30 a. m., 2:00, 10:30 p. m. For Buffer, 6:35 p. m. Eric. 13:30 p. m.; Clarion, 11:33 a. m., 16:35 p. m.; Foxburg, 19:05, 11:30 a. m., 16:35 p. m.; Eric. 13:30 p. m.; Genrullle, Mercer, 11:30 a. m., 13:50 p. m.; Akron, "11:35 a. m., 16:35 p. m.; Eric. 13:30 p. m.; Butler, 17:00, 19:05, 11:30 a. m., 13:30 p. m.; Butler, 17:10, 19:05, 11:30 a. m., 13:30 p. m.; Butler, 17:10, 19:05, 11:30 a. m., 13:30 p. m.; Butler, 17:10, 19:05, 11:30 a. m., 13:30 p. m.

THE VOICE OF THE PRESS AND PUBLIC:

EISNER & PHILLIPS worthy of encouragement and growing into general favor more and more every day.

And its vast importance should act as a preventer and put a stop to the unprincipled device of

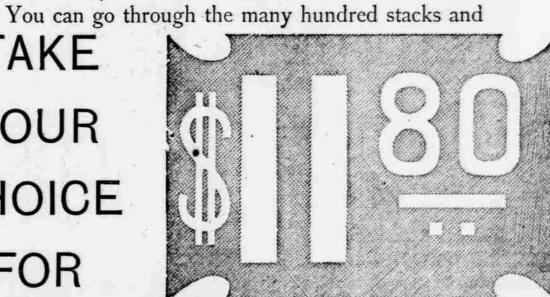
That has a tendency to deceive the unthinking reader.

REE-"A CRUISE IN A DICTIONARY," a little book, illustrated and containing interesting racts about ships. Call for one or send 2-cent stamp. MAX SCHAMBERG & CO., Foreign Bankers and Steamship Agents, 527 Smithfield st., Pittsburg, Pa. Established 1866. The spotless partnership and the ever-pleasing sound of EISNER & PHILLIPS, who are the originators of the Small Profit System, have made themselves popular ever since the firm's existence (OVER FORTY YEARS AGO). The secret of their success is told in a very few words and that is: That they have always lived up to what they advertised.

Britannic, Nov. 9,9:20 a m Britannic, Dec. 7, 8 am 'Majestic, Nov. 16, 2 p m 'Majestic, Dec. 14, 1:20 pm Germ'c, Nov. 23, 8 am Germanic, Dec. 24, 1:20 pm Germ'c, Nov. 23, 8 am Germanic, Dec. 24, 7 am 'Tentonic, Nov. 32, 2 p m 'Teutonic, Dec. 28, 1:20 pm From White Star dock, foot of West Tenth street, New York, "Second cabin on these steamers. Saloon rates, 50 and unward. Excursion tickets on favorable terms, Second cabin, 400 and 545. Steerage from or to the old country, \$20.

White Star drafts payable on demand in all the principal banks throughout Great Britain. Apply to JOHN J. MCCOMHICK, 628 Smithield street, Pittsburg, or H. MAITLAND KERSEY, General Agent, 29 Broadway, N. Y. no3-d Now, here is what they are going to do, and it is going to be done on the old style THOROUGH, HONEST, UNTAR-NISHED, SQUARE-DEALING PRINCIPLES. The entire community is very well aware that since they originated the Small Profit System that they have reduced margins from time to time until they have been able to operate on the SMALL PROFIT SYSTEM. Separate counters will contain thousands of CHOICE OVERCOATS AND SUITS that are selling in various establishments for

TAKE YOUR CHOICE **FOR**



Kindly bear in mind that a few samples of these goods will be exhibited in their massive show windows. It would be impossible to display the entire line, as the assortment is too great, consequently the advice is, take immediate advantage by patronizing

THE OLD RELIABLE

Clothiers, Hatters, Furnishers and the Recognized Leading Dealers of Pittsburg, FIFTH AVE., CORNER OF WOOD ST.

Saving Banks given as a mark of appreciation to the purchasers of Children's Suits to the amount of \$5 and over.

RAILROADS.

DITTSBURG AND LAKE ERIE RAILROAD

Company, Schedule in effect May 13, 1892.
Central time. — DEPART—FOR Cleveland, 8, 00 a. m., 1.56, 4.20, 9, 45 p. m. For Cincinnati, Chicago and St. Louis, *1.55, 9, 45 p. m. For Buffalo, 5.00 a. m., 4.20, 9, 45 p. m. For Cincinnati, Chicago and St. Louis, *1.55, 9, 45 p. m. For Buffalo, 5.00 a. m., *1.54, 9, 45 p. m. For Salamanca, *2, 00 a. m., *1.56, 9, 40 p. m. For Beaver Falls, 6.00, 7.00, *8, 00, 11.20 a. m., *1.55, 2.30, *4.20, *9, 45 p. m. For Beaver Falls, 6.00, 7.00, *8, 00, 11.20 a. m., *1.55, 2.30, *4.20, *9, 45 p. m. For Chartiers, *5, 30, 5, 35, 60, 75, 45, 70, 9, 73, 77, 75, 00, 18, 00, 8, 30, 9, 10, 11.30 fill, 45 a. m., 12, 10, 100, 200, 3.20, 4.05, 74.20, *4.25, *4.25, *3, 10, 5, 20, *50, 9, 45, 10, p. m.

ARRIVE—From Cleveland, *5:20 a. m., *12:30, 11.30 p. m. From Salamanca, *12:30, *10:00 a. m., *12:30, *7:30 p. m. From Salamanca, *12:30, *10:00 a. m., *12:

p. m.
For McKeesport, Elizabeth, Monongabela City
and Belle Vernon, %540, 11:55 a. m., %1:50 p. m.
From Belle Vernon, Monongabela City, Elizabeth and McKeesport, 7:49 a. m., 19:56, %5:55 n. m.
*Dally, Sundays only, 170 and from New
Castle only,
Gity Ticket Gflor, 639 Smithfield Street.

BALTIMORE AND OHIO RAILROAD—
Schedule in effect Sept. 3, 1892. Eastern time.
For Washington, D.
C., Haltimore, Philade in hia and New
York, 25 00 a m and

For Columbus, 7 20 a m, 7 30 and 111 55 pm.
For Newark, 7 20 a m, 7 30 and 111 55 pm.
For Chicago, 7 20 a m and 7 30 pm.
Trains arrive from New York, Philadelphia, Baltimore and Washington, 5 20 a m, 2 30 pm. From Columbus, Cincinnati and Chicago, 3 50 a m, 3 43 pm. From Wheeling, 3 50 and 10 45 a m, 4 15, 55 and 3 60 pm.
Parlor and sieeping cars to Baltimore, Washington, Chechmant and Chicago.
Dally, 20 and Chicago.
The Plitaburg Transfer Company will call for and check baggage from holes and residences upon orders left at B. a. 0, ticket office, corner Fifth arenne and Wood street, and 630 8mithfield street.
J. T. ODELL.
General Manager.
Gen. Pass, Agent.

RAILROADS. ennsylvania Lines. Trains Bun by Central Time. Northwest System-Fort Wayne Route Durant for Chicago, points intermediate and beyond: *1.20 a.m., *7.10 a.m., *12.20 p.m., *1.60 p.m., *8.45

Depart for Chicago, points intermediate and beyond:

*1.20 a.m., *7.10 a.m., *12.20 p.m., *1.60 p.m., *8.45
p.m., 111.30 p.m. Arrive from same points: *12.05
a.m., \$1.15 a.m., *6.00 a.m., *6.35 a.m., *5.55 p.m.,

*6.45 p.m.

Depart for Toledo, points intermediate and beyond:

†7.10 a.m., *12.20 p.m., *1.00 p.m., 111.20 p.m. Arrive
from same points: \$1.15 a.m., *6.35 a.m., †5.45 p.m.

Depart for Cleveland, points intermediate and
beyond: †6.10 a.m., *7.10 a.m., †1.39 p.m.,

*11.05 p.m. Arrive from same points: *6.56 a.m.,

†1.55 p.m., *5.55 p.m., †6.50 p.m.

Depart for Martins Ferry, Bridgeport and Bellaire:

†6.10 a.m., †1.30 p.m., †4.10 p.m. Arrive from same
points: †9.00 a.m., †1.55 p.m., †6.50 p.m.

Depart for New Castle, Erie, Youngstown, Ashtabula, points intermediate and heyond: †7.20 a.m.,

†1.220 p.m. Arrive from same points: †1.25 p.m.,

18.40 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

Depart for Youngstown, *12.20 p.m. Arrive from

Depart for Youngstown, *12.20 p.m. Arrive from

18.40 a.m.
Depart for Youngstown, *12.20 p.m. Assive from Youngstown, *6.45 p.m.
Southwest System-Pan Handle Route Nonthwest System-Pan Handle Route
Depart of Columbus, Cincinnati, Indianapolis, St.
ionis, points intermediate and beyond: *1.10 a.m.,
*8.30 a.m., *8.46 p.m., *11.15 p.m. Aprive from same
points: *2.20 a.m., *6.00 a.m., *5.50 p.m.

Depart for Columbus, Chicago, points intermediate
and beyond: *1.10 a.m., †12.05 p.m. Arrive from
same points: *2.20 a.m., †8.05 p.m.

Depart for Washington, †6.15 a.m., †8.35 a.m.,
†1.55 p. m., †8.30 p. m., †4.45 p. m., †4.50 p. m. Arrive
from Washington, †6.55 a.m., †7.50 a.m., †8.50 a.m.,
†10.25 a.m., †2.35 p. m., †6.25 p. m.

Depart for Wheeling, *8.30 a.m., †12.05 n'n.,
†2.45 p. m., †6.10 p. m. Arrive from Wheeling,
†8.45 a.m., †3.65 p. m.

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

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

THES TABLES of Through and Local Accommodation Trains of either system, not mentioned above, can be obtained at 110 Fifth Avenue and Union Station, Pittaburgh, and at principal ticket offices of the Pennsylvania Lines West of Pittaburgh.

*Daily. IRK. Sunday, IRK. Saturday. TEX. Monday.

JOSEPH WOOD,

Gascal Kanage.

Central Passenger Agent. Special Notices.



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