UNPRECEDENTED

Actitity in the Lake Superior Iron-Ore Production.

BIG STEEL COMBINATIONS

Have Control of Output of Great Body of Bessemer.

PRICES ADVANCED FOR 1900.

Expansion Has Been Marvellous, and 20,000,000 to 22,000,000 Tons Will Be Required to Meet Demands of 1900, With a Prospect of Doubling the Demand in Ten Years—Possibilities of the Future Unbounded.

(Copyright, 1899, by Horace J. Stevens.)

ISHPEMING, Mich., Dec. 31.—The year 1899 has been marked by the greatest activity ever known in the Lake Superior iron ore fields. The demand for iron and steel, which has crowded the manufacturers to the limit of their capacity, and even beyond, has also been felt at the mines, and the estimates of production made at the beginning of the season have all fallen short of the actual output of iron ore. The exceptionally late close of navigation has aided materially in bringing about ore shipments of approximately 18,250,000 gross tons, an amount which is simply incomprehensible. This amount would load a string of 1,000-ton vessels, allowing eight to the mile, for tow-lines, which would reach in solid array from New York to Havana. Loaded in freight cars of average capacity it would fill two railroad tracks solidly from Portland, Maine, to San Francisco, Cal., with another string occupying the New York Central and Lake Shore lines from the Grand Central station in New York to the Illinois Central station, on the lake front in Chicago. Smelted into pig iron and made into bessemer or basic steel, this amount of ore would make enough steel rails to lay a double track line around the equator, with 100-pound steel, and there would be enough rails left to lay a branch line from Washington to Manila, provided the Pacific should freeze over sufficiently to afford a roadbed from San Francisco to the Philippines.

Perhaps the feature of greatest interest in the work of the year now closing has been the consolidation of mining companies in a few strong hands. Many of the best iron mines of the world have passed under the control of big corporations engaged in the manufacture of iron and steel, and these big concerns are now engaged in developing new mines, as well as keeping a weather eye out for anything desirable in the mining line which may happen to come into the market. This tendency toward consolidation has been working unnoticed for the past ten years, and first became generally noticeable in 1897, and has been accentuated during 1898 and 1899. That the culmination of the movement has yet been reached is doubtful, but a point has been arrived at where nearly all of the largest and best mines of the five Lake Superior ranges are owned outright or controlled by the great steel companies. One of the rare exceptions is the Cleveland-Cliffs company, of this city, which closes the year with a production exceeding one million tons, for the first time in the history of the property. There is a class of mines between the independent properties and those operated by the steel manufacturers, of which the Lake Angeline, of this place, is an example, the mine being owned by an independent company, but having very close affiliations with a prominent Pittsburgh steel concern.

In place of the hundred or more independent mines of a decade ago, the big mines are now mainly controlled by the Carnegie Steel Company, which is the largest iron manufacturer in the world, the Federal Steel Company, the Republic, National, American Steel & Wire and other big corporations, which, with the exception of the Carnegie company, belong to the trusts. The Carnegie mines are not owned outright, as a rule, and none of them stand in the name of the Carnegie Steel Company, Limited. Most of them are operated under lease and royalty and are in the name of the Oliver Mining Company, which, like the H. C. Frick Coke Co., is merely one of the spokes in the Carnegie wheel. As most of the Carnegie mines were secured before the boom in iron, the terms under which they are worked are exceptionally favorable to the lessees. The Lake Superior mine of this place, the oldest mine in the district, except the Jackson, at Negaunee, which is decadent, and one of the largest ever opened, passed under the Carnegie control last spring. The Carnegie interests now control Lake Superior mines having a potential output of about nine million tons per annum—more than all the mines of Lake Superior produced ten years ago.

The Minnesota Iron Company, which practically controls the Vermillion range, and is a big factor on the Mesaba range, is now a component part of the Federal Steel Company. This is more a change in name than in fact, as the Minnesota company has been managed from the first in connection with the Illinois Steel Company, which furnished the basis for the Federal Steel combine.

The prices paid for ore this year have been considerably higher than last season, but the advance in 1900 will be much more marked. A larger number of men have been employed than ever before, though the great improvements in methods and machinery allow a far greater tonnage per man than was the case only a few years ago. The steam-shovel mines of the Mesaba produce as much per employe as could have been mined by ten to twenty men, as mines were worked twenty years ago. Wages have been higher this season than at any time since the panic of 1893, though still a trifle below the high-water mark of the years from 1888 to 1892. The tendency is plainly toward higher wages, and with a substantial increase in the price of ore, there seems no reason why the men will not be given the raise which they anticipate, and over which there will assuredly be trouble if not forthcoming in the near future.

The greater part of the estimated output of 1900 has already been sold. Heretofore sales have commonly been made in January, though in some seasons in the past five years ore purchases have been delayed until well toward the opening of navigation, owing to differences between the producers and consumers. In the golden days of iron mining in the Lake Superior district the furnacemen approached the mine-owners on bended knee, and with fervent protestations of regard, begged the latter to give them needed ore supplies. This condition of affairs changed, until of late years the consumers have sat upon the dais while the mining men approached in fear and trembling to offer their wares. It seems that the big steel combinations have gathered in the mines faster than the furnaces, for just at present the independent furnacemen are "viewing with alarm" the restricted list of mines outside of the combinations, and some of the trusts are actively seeking for ore outside of their own mines. Ore sales for 1900 delivery were made during December to the extent of between twelve and fifteen million tons, and the supply of old-range bessemers is far behind the requirements. From 1887 until 1895 the tendency of prices was almost invariably downward. There was a sharp reaction in 1896, forced by the Bessemer Ore Association, a union of producers formed for self-preservation. The advance proved too great, and a lower plane was taken in 1897 and again in the two following years, with slight advances each season, which were usually nearly eaten up by advanced wages, ore freights and supplies. The base price for 1900 is $5 50 on Standard Geogebic bessemer, which is a sort of idealized Norrie ore. Non-bessemers are not included in the schedule, but an application of the rules of the association is made in their case, the better ores of this grade fetching nearly bessemer prices. The schedule has been very carefully figured out by expert furnace-men and metallurgists, and is as fair as it can be made. Given the base price on Norrie ore, deductions are made for any deficiency in metallic iron or excess of phosphorous, silica or moisture, while a corresponding advance is made for excess of iron and deficiency in the undesirable elements. Some of the Norrie ore is very wet, about 10 per cent of moisture being freighted a distance of eight hundred miles, at considerable cost. For 1900 delivery, Newport ore sells at $5 75; Montreal at $5 89; crushed Champion No. 1 at $5 95; crushed Chandler at $5 99; Kingston at $6 11; Republic No. 1 at $6 48, while Republic Special, as in former years, tops the list at $6 87 per ton. At the other end of the line there are some bessemer ores selling under the Norrie standard, such as Iron Belt, at $5 16, and Lawrence (Montreal second grade) at $5 25. Chapin sells at $4 86. Among the non-bessemers the very desirable Vermillion of the Minnesota company, brings $5 10, while the Lake Shaft and Salisbury grades of the Cleveland-Cliff company fetch but $4 per ton, delivered at Lake Erie ports. The Mesaba ores, as formerly, sell at a discount, both bessemer and non-bessemer grades. This is due mainly to their exceedingly fine grain, which causes them to run freely and cake in furnace, unless a liberal admixture of lumpier ores from old-range mines is used, thirty to forty per cent of Mesaba being about the average in use at present at the majority of furnaces, though a much higher percentage is being employed by a few ironmasters, with satisfactory results. The Fayal, a Mesaba bessemer, sells at $4 80, while Biwabik bessemer has been sold in considerable quantities for 1900 delivery at $4 25 per ton, these being at the top and bottom, respectively, among the Mesaba bessemers. Mesaba non-bessemers are selling at $3 75 and upwards, according to desirability.

A variety of ore not provided for on the schedule of the Bessemer Ore Association, is the high-silica bessemers of the Marquette and Menominee iron ranges. These are very high in silica, low in metallic iron and carry less phosphorous than most of the fancy bessemers. Such ores were overlooked until four years ago, owing to the small content of iron, but were introduced to the furnacemen by John T. Jones, of Iron Mountain, Mich., a pioneer mining man, and an exceptionally close student of the iron trade. They proved to be just what was needed for "sweetening" Mesaba bessemers, which at that time were very uncertain in their phosphorous, frequently running above the limit, owing to their having been mined with steam-shovels, which allowed little analyzing. The silica was needed, the lumpy nature of the ore worked splendidly with the sand-like Mesaba, and the small amount of phosphorous rendered any ordinary mixture a safe bessemer. There seemed a great market for this grade of ore, but the older mines discovered in a short time that they had unlimited supplies of it, much of which had been removed in dead work and thrown away as worthless. The high-silica ore being in the nature of a by-product, the big mines could and did sell it at a price which prohibited its production by any but the most exceptionally favored mines producing that grade only. High-silica has sold for as low a price as $1 75 per ton, delivered at Cleveland, in past seasons, but could not possibly be laid down there next year at any price, owing to advanced freight rates. About 800,000 tons of this grade of ore were shipped in 1899, and the output for 1900 will probably be increased by 50 per cent and sell for less than $3 per ton, though no fixed price has been set.

Owing to the altogether exceptional length of the season of navigation which has just closed on Lake Superior, and is still open on the lower lakes, it is impossible to give full figures of ore production by mines and ranges, and ore shipments and receipts by ports. This is the first season for many years when the last cargo has not been unloaded several weeks before the end of the year. For this reason a close approximation of the figures of production is all that can be given at present, as the full and final figures will not be obtainable for several weeks. The figures of Minnesota production are practically complete, all Vermillion and Mesaba ore shipments being made from Lake Superior ports. The Geogebic, Menominee and Marquette ranges ship part of their production from Escanaba and Gladstone, on Lake Michigan, where navigation opens earlier and closes several weeks later than on Lake Superior. The total Minnesota production may be set down as approximately 8,400,000 tons, this figure including all-rail shipments from mines direct to furnaces, making a gain of about 43 per cent in Minnesota production over last season and leaving Minnesota but a few thousand tons behind Michigan in the race for first place among the American states in iron ore production. Last year's shipments of ore by Minnesota were 5,871,01[illegible] tons, and the increase is a notable one.

The ore shipments of 1899, from the ore piers of the seven ore-carrying railroads serving the five Lake Superior iron ranges are as follows:

Railroad.	Gross tons.
G. & N. W. Railway (Peninsula division)	3,739,2[illegible]8
G. & N. W. Railway (Ashland division)	1,320,020
Duluth & Iron Range Railroad	3,979,862
Wisconsin Central	1,838,049
D. S. S. & A. Railway	1,316,329
Eastern of Minnesota, (Great Northern)	578,942
M., S. P. & S. Ste M. ("Soo line")	381,407
D., M. & N. (estimated)	3,550,000
L. S. & I. Railroad (estimated)	1,500,000
Total	18,025,8[illegible]

All of the ore shipping ports, seven in number, show gains this season over the business of last year. Two harbors have handled nearly four million tons, compared with 2,694,994 last year. Duluth shows a handsome increase and Superior gains from 550,403 tons last year to 878,942 tons this season. Ashland has more than held its own, and Escanaba has again nearly reached the high-water mark of four million tons set nearly ten years ago, when that port handled all of the Menominee range ore and the greater part of the Marquette range shipments as well. Marquette, by reason of the building of the Lake Superior & Ishpeming railroad, is now a greater shipper of ore than ever before in its history, and even Gladstone, the smallest of the ore-shipping ports, shows a slight gain this season, amounting to nearly 50,000 tons. In addition to the rail-and-lake shipments tabulated in the foregoing statement, there were considerable all-rail shipments directly from the mines to the local furnaces of Michigan, Wisconsin and Minnesota, which use charcoal as fuel. Ten thousand tons of Beaver ore from the Mesaba went by all-rail over the Great Northern to the furnace at Ashland, Wis., and the Peninsula division of the Northwestern system led in all-rail shipments, with a total of 128,408 tons taken from mines to furnaces.

Many of the big mines made new records of production during 1899. Among the principal ore-producers of Minnesota were the Fayal, with a record of 1,076,254 tons, 2,040 pounds, shipped; the Chandler, with 808,359 tons; the Mahoning with 740,319 tons; the Minnesota, with 455,873 tons; the Auburn, with 385,992 tons, and the Pioneer, with 339,826 tons. The Cleveland-Cliff company leads the Marquette range mines with a total output of upwards of one million tons, the largest ever achieved by that or by any other mine in this district. The Norrie mine, at Ironwood, Mich., heads the Geogebic list, as usual, with approximately one million tons, which has been the average production of the time for some years past, the Norrie being the first iron mine in the world to get out as much as one million tons in a single year. The Menominee range shows a substantial increase over its 1898 output of 2,250,000 tons, and, as usual, the Chapin heads the list of producers.

The following table gives a bird's eye view of the gains made of recent years by the iron mines of Lake Superior. It will be noted that two-thirds of the total output of the district has been made in the past ten years, though the first ore was mined more than half a century ago. It will also be seen that the 1899 output is larger than the entire tonnage of the district from 1847 until 1880:

Year.	Year's output.	Total output
1855	1,449	4,449
1860	114,401	165,547
1865	186,208	222,015
1870	830,940	2,634,211
1875	891,297	8,288,991
1880	1,885,274	14,658,161
1885	2,461,642	27,4 4,914
1890	9,002,757	57,122,410
1895	10,429,037	97,558,7[illegible]0
1898	14,110,351	134,023,586
1899	18,2[illegible]0,000	172,275,586

The expansion has been a most marvelous one, and there is every reason to believe that 20,000,000 to 22,000,000 tons of ore will be required to meet the demands of the year 1900. Since 1840 the pig iron production of the United States has practically doubled every decade. If the history of the past holds the key to the future—and the facts of to-day were the rash predictions of the hare-brained ten years ago—the United States will call for forty million tons of ore from the Lake Superior mines about the year 1910. Should this same ratio of gain be maintained for another fifty years, the Lake Superior mines would be required to furnish American ironmasters about 840,000,000 tons of ore by the middle of the twentieth century. Such a prediction would probably stamp the maker as a ripe candidate for a straight-jacket, yet the prediction would not seem a whit more preposterous to the present generation than the facts of to-day would have seemed to the pioneer Lake Superior miners of fifty years ago, had the figures been spread before them by some gifted seer. The seer would have been looked upon as dangerous. In forty years the annual output of ore of the Lake Superior mines has increased one hundred and fifty fold, while an increase of thirty-two fold from the probable tonnage of next season would bring the output to 650,000,000 tons in the year 1950. The output of the district has increased almost three-fold in a decade and ten-fold in the past two decades. In view of the marvelous expansion of this industry in the past, it is safer to predict the apparently impossible for the future than to set metes and bounds to such a gigantic industry in an effort to pronounce its limitations in half a century to come.

HORACE J. STEVENS.

TWO million Americans suffer the torturing pangs of dyspepsia. No need to. Burdock Blood Bitters cures. At any drug store.—1

WAYS OF THE OSTRICH

Observed on the Second Largest Ostrich Farm in America.

Arizona Graphic: The Phoenix herd of ostriches inhabits an alfalfa pasture of forty acres, three miles north of the city. The herd is second in size in America, numbering 175 birds, the largest herd being at Fullerton, Cal., and numbering 200 birds.

The first birds brought from South Africa to America for breeding purposes came to California in 1882. In 1888 fourteen chicks from this herd were brought to Phoenix for exhibition, and were brought by Josiah Harbert, who proposed to breed them. The purchase was made during the summer, and Mr. Harbert put the young birds in coops, carefully covering the coops with cloths to keep out the sun, and drove out to his home in Alhambra. All the birds but two were smothered to death during the trip. It being impossible to distinguish between the sexes in young ostriches, and fearing that he had no male bird, Mr. Harbert purchased one of the male birds brought from Africa. The 175 birds constituting the present herd are the descendants. He has been honorably retired, and with the dignity befitting his patriarchal position he knocks the stuffing out of everything that comes within his reach. It was not long ago that he engaged Mr. Pickrell, president of the Arizona Ostrich Company, in an impromptu "scrap," and while Mr. Pickrell is a husky old bird himself, and was armed with a wooden pitchfork, old "Oom Paul" hit him one welt, and knocked him out for several days.

The ostrich is a monogamist. At least he has but one wife at a time. The match-making is arranged by the human keeper, who puts each pair of birds in a separate corral. Mr. Ostrich is likely to consider the question of marriage for some days after he is introduced to his partner, and much thought on the question colors his shins and beak a bright red. When he finally determines that a family should be reared, he digs a nest in the ground. He then drives his mate up to her nest and calls her attention to it by giving her a kick. If she is dull of comprehension, and she usually is, he continues to kick her and scold her, and his voice much resembles the roar of a lion. He is often compelled to go to the extreme of kicking her over the eight-foot fence forming the corral.

She finally, however, sees her duty and begins to lay eggs which average three pounds in weight. The first two or three eggs are not fertile and will not hatch. This fact, curiously enough, is known to the mother and she lays them outside the nest. But in this there is a wonderful provision of nature. On the African desert the nesting of the wild birds is done in the hills or mountains, far from water and the haunts of beasts or men. But while the nest may be many miles from water, the first requirement of the chick when he comes from the shell is water or its equivalent in liquid food. Hence the necessity of the two or three sterile eggs, which the mother breaks after her brood is born, and on which the chicks live until they are strong enough to travel.

Left to her own judgment the hen lays perhaps ten eggs, at the rate of one in two days, and when the nest looks comfortably full, the incubation begins. But the artifice of man deceives her. The keeper systematically takes the eggs from the nest, and as long as her work seems to be unfinished the hen continues to produce eggs. By this system two hens on the Phoenix farm last year produced fifty eggs each. She cannot be deceived, however, as to the sterile eggs. If they are put in the nest she will continue to pull them out, and will finally quit laying and abandon the nest.

About fifteen eggs constitute a "setting," and the period of incubation is forty-two days. The male bird does the greater share of this labor. He takes charge of the nest at 5 o'clock in the evening, and remains with it until 9 o'clock in the morning, when the female takes charge. At noon he relieves her for an hour, while she lunches, and she then keeps house until 5 o'clock.

One of the most interesting characteristics of the ostrich is the manner in which he takes what may be called his "constitutional." Every morning at sunrise the herd of young males engages in a foot race, which concludes in a combination cake walk and reel. In single file they will race around the pasture at a two-minute gait, until thoroughly limbered up, and then suddenly forming in a group go through gyrations that suggest the waltz, the Virginia reel, the cake walk and the "happy jag." It is a grotesque performance, but there is a singular grace in the birds' play, and when they are in full plumage, with their great wings spread the sight is beautiful.

The Bellboy's Prospective Revenge.

Kansas City Times: "Some day when I have accumulated a stake," said one of the bright bellboys at the Blossom House the other day. "I am going to have some fun."

"What are you going to do?" a bystander asked.

"I am simply going to some big hotel in Chicago or St. Louis and live for a day," and the boy paused to let the remark soak in.

"And that's your idea of a good time, is it?" queried the curious listener.

"Hold on! I am not through yet. I am going to a big hotel with three big grips and I am going to make the bellboy carry all of them up to the room for me. I won't carry even the smallest one. Then as soon as I am in my room I am going to have some ice water. I will not ring for ice water, but for a bellboy, and after he has climbed to the fifth floor—bell boys are not permitted to use the elevator, you know, and I shall not take a room lower than the fifth floor—when he has climbed up there, I will tell him I want some ice water.

"I will drink all the ice water I can and pour the rest in a cuspidor. Then I will ring for more ice water. After that I shall order a cocktail served in my room. I don't drink, but there must be variety in my scheme. Then I will decide to take a Turkish bath and will call a boy to carry my grip down to the bathroom. When I return I will ring for more ice water.

"I will insist on having the same bellboy serve me all the time, and I'll keep him chasing around until he will curse me at every step. Then when I get ready to leave and he is happy to think he shall never see my cursed face again, I will give him a dollar. You know I couldn't think of putting a boy to all that trouble without rewarding him, because I have been through the mill myself. What I have just described happens to a bell-boy every day of his life—all except getting the dollar when it is over."

Millions Given Away.

It is certainly gratifying to the public to know of one concern in the land who are not afraid to be generous to the needy and suffering. The proprietors of Dr. King's New Discovery for Consumption, Coughs and Colds have given away over ten million trial bottles of this great medicine; and have the satisfaction of knowing it has absolutely cured thousands of hopeless cases. Asthma, Bronchitis, Hoarseness and all diseases of the Throat, Chest and Lungs are surely cured by it. Call at Logan Drug Co., druggists, and get a free trial bottle. Regular size, 50c and $1. Every bottle guaranteed or price refunded. 3

NATIONAL NAMES

And Their Meaning—How the Words by Which Many Countries Are Known Came Into Being.

Sumatra means the "happy land."

Hayti means "mountain country."

Peru was named from the river Paro.

The Transvaal is the country beyond or across the Vaal river.

Java is the Malay word for the land of nutmegs.

Bolivia was so called in honor of Simon Bolivar.

Moldavia took its name from the river Moldan.

Arabia is the land of the Arabs, and Morocco has always been the home of the Moors.

Mexico is the City of Mexitli, the Mexican god of war.

Chili signifies "the land of snow."

Prussia was first Borussia, the country of the Borussi.

Canada is an Indian word meaning "collection of huts."

Costa Rica is a Spanish expression signifying "rich coast."

Abyssinia was the land of the Abassins, or mixed races.

The word Borneo is of native origin, meaning "the land."

Formosa is a Portuguese word signifying "beautiful country."

Argentina derives its name from the silver reflection of its rivers.

Manitoba commemorates the Manitou or Great Spirit of the Indian

Sahara is so named from the Arabic word signifying "desert."

Ecuador means "equator," an illusion to its geographical position.

Bohemia is so called because it was settled by the Boii, a German tribe.

Zanzibar, or Zanguebar, signifies "the coast of the negroes."

The word Ceylon is of Sanscrit origin, signifying the "island of lions."

Ontario is a corruption of the Indian word onatac, "a village on a mountain."

Holland was so named by the Danes from a word signifying "marshy ground."

Jamaica has a name of Indian origin, meaning "the country with springs."

Senegambia was so called because it lay between the rivers Senegal and Gambia.

Portugal is a corruption of Porte Cale, the Roman name of Oporto.

Labrador was named by the Spaniards Tierre Lábrador, or the "Cultivated Land."

The Soudan is so called from the Arabic "Belad-ez-Suden"—"the land of the blacks."

Montenegro derives its name from the color of its mountains. The word means "black mountain."

Nova Scotia, or New Scotland, was so named by Sir William Alexander, who received the grant in 1621.

Italy was so called from the name of Italus, an early king who governed most of the peninsula.

Belgium took its name from the Belgae, a warlike tribe which inhabited it before the time of Christ.

Australia means "south," but the southern hemisphere was formerly called New Holland.

Japan is an Anglicized corruption of Nifong, the name of the chief island in the Japanese empire.

Norway is more properly Norea, meaning "North Isle."

Europe derived its name from the Greek, the original words signifying "broad face of the earth."

Venezuela means "little Venice." The early explorers found the natives living in houses placed on piles in the marshes.

Honduras was named by the Spaniards in allusion to the depth of the water round its coast. The word means "deep water."

The Ladrone Islands were named by Magellan. The word means "thieves."

Asia comes from the Sanscrit Ashas, signifying "Land of Dawn."

Panama is a Caribbean word, meaning "mud fish," an allusion to the abundance of the variety found on both sides of the isthmus.

Circassia took its name from the Scherkes, a tribe of Tartar warriors who established themselves between the Black and Caspian seas.

Brazil is a Portuguese word signifying "a live coal." It was given in allusion to the abundance of red dyewood found in its forests.

Denmark was at first Danmark, or the mark or limit set Dan, a Scandinavian chief who claimed jurisdiction over its territory.

Switzerland has its name from Schweitz, the name of the three forest cantons that led the successful insurrection against the Austrians.

New Zealand commemorates the love of the Dutch explorers for their native country.

The name Africa is derived from the Phoenician words Ofer ("a black man") and "ac" (a country), signifying the land of the black man.

Russia was "the land of the Russ," a Tartar tribe that established a footing in the northern part of Europe soon after the beginning of the Christian era.

Siberia had its name from the city Siber, the royal residence of Kuts, a Tartar prince who established a wide dominion in the northern districts of Asia.

The word Papua is Portuguese for "frizzed," and the district inhabited by the Papuans was named in honor of their much-decorated headdress.

Austria is a western rendering of "Oesterreich" ("The Eastern Kingdom"). It was thus called to distinguish it from the western empire founded by Charlemagne.

IMPOSSIBLE to foresee an accident. Not impossible to be prepared for it. Dr. Thomas' Eclectric Oil. Monarch over pain.—2

CHRISTMAS AND NEW YEAR

Holiday Excursions—Very Low Rates Via the Baltimore & Ohio Railroad.

On December 23, 24, 25, 30 and 31, 1899, and January 1, 1900, the Baltimore & Ohio Railroad will sell excursion tickets between all stations west of Pittsburgh at one and one-third fare for the round trip, going journey to be commenced on date of sale. Return limit, leaving destination to and including January 2, 1900.

For further information call on or address nearest Baltimore & Ohio Ticket Agent, or B. N. Austin, General passenger Agent, Chicago, Ill.

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