

Lancaster Intelligencer.

THURSDAY EVENING, FEB. 15, 1883.

The Wallace Arbitration Bill.

Senator Wallace, in advocacy of the voluntary tribunal bill which he has introduced, with intent to aid the amicable settlement of differences between employer and employed, said a great many good and true things about the beauty of conciliation and agreement between capital and labor. It is a very good thing; and, as he points out, it is quite generally appreciated by mechanics and manufacturers. Differences arising between them are usually settled by conference; and dissonances as to rates of wages, which are the most fruitful source of trouble, are usually settled by agreement upon a sliding scale of compensation dependent upon the price of the product of the combination of capital and industry. Too often, however, there is a failure of agreement; the workman seeks a rate of wages which the manufacturer cannot afford to give, or the manufacturer refuses a fair rate which he can afford. Generally the workman is the unreasonable party; because skilled labor is not so abundant in this country that those who want it will refuse to pay for it what they can afford. But before long the situation may be reversed, and the increasing number of workmen may put them at the mercy of the manufacturer, as they are now in England; or as railroad employees seem to be in this country to day at the mercy of the great corporations employing them.

The great railroad strike of 1877, which Senator Wallace especially cites as a deplorable one, pointing out the necessity of the law he proposes, was not one which the voluntary arbitration he proposes would have prevented; and for the simple reason that the Pennsylvania railroad management was too stiff-necked to accept it. It had every opportunity to try conciliation with its employees; but it scorned such an exhibition of amiable weakness. It felt itself powerful enough to trample upon its supplicants. It was able to concede what they asked, and what they asked was just. With a corporation of settlement does voluntary arbitration give? And by the corporation in better temper voluntary arbitration would be accepted, recommended by its good sense alone. Certainly there can be no harm in the law adding its recommendation to that of self-interest and common sense; but we confess that we are unable to share Senator Wallace's enthusiastic views as to the addition of potency which the advice of the law will give to the advice of the head. No harm can come from Senator Wallace's proposed law, and we hope that it may have all the virtue he sees in it. But our idea is, that when the law steps in between the employer and employed, it should come with something of the authority of the parent, rather than with the counsel only of the friend.

Sensor Wallace says that in England the arbitrary and wholly compulsory methods of the law remained a dead letter in the disputes of employer and employed, while wholly voluntary arbitration has been a success; which is just the result we should expect. Voluntary attempts at agreement must always work well among sensible people; and agreement at the cannon's mouth is not of a wholesome kind, nor apt to be successful between equals. But Senator Wallace has discovered in France an institution called "The Councils of Wise Men," created by the law to settle the differences arising between labor and capital, which he says works well, and which seems to be clothed with just such degree of authority as to make the seasoning of the law a wholesome aid to the acceptance and digestion of the wise men's decrees. If these councils have been found to work well in France and Belgium, it is fair enough to conclude that they may work well here. To secure the desirable end it certainly would be wise to try a method which has been successful elsewhere. We do not understand whether Senator Wallace proposes to give to the arbitration tribunals he raises all the authority possessed by the Councils of Wise Men; but we certainly think it would not be well to imitate them unless this is done.

Wanted--A Club.

The enterprising proprietors of the Philadelphia Press, perhaps fired by Senator Wallace's example, have started out their own hook with a scheme to put manufacturers and their workmen on amicable relations. The address which they issue, and send to manufacturers—but not to their workmen—declares that manufacturers should "realize the importance of placing wholesome and educating influences about their men;" and that "first among all valuable influences, is to give them good reading. If left to themselves, or left to wrong guidance, they are apt to take papers which teach false doctrines, which are reckless agitators and which lead men astray, and promote discord and conflict between them and their employers. On the other hand, a good, sound, responsible paper would educate them in the right direction, it would give them useful information; promote contentment, and lead them aright on the vital questions of the day."

It will not cause much surprise to hear that the special panacea of the Press is the Press. It recommends itself as presenting just the quality of reading matter which the manufacturer would have read by those who labor for him, and incline to vote against him. It declares that "none know better than employers that workmen are often misled and vote directly against their own interests and the interests of domestic manufacturers." The Press undertakes to exercise an "inecalculable influence" in "pointing their minds in the right direction." "In its proprietorship," it says, "it is especially allied to the manufacturing interests;" and it mildly suggests to its fellow manufacturers that it would serve the cause, and their brother, well "if one of your

book-keepers or foremen could be interested in forming a club."

We incline to think that the Press deserves a club from the manufacturer's employees.

PERHAPS Hazen has let the floods loose to divert attention from Beltzhoover's blizzard at the signal service.

If the Legislature can effect it the people of New York city are to ride on the elevated railways for five cents a trip.

FREDDIE GEHARDT is turning around somewhere in the southwest, but the swollen waters have not yet reached the tips of his ears.

THE Michigan canvas for United States senator has got along so far as to disclose the fact that Ferry has been promising offices for votes for himself and Hubbel has been paying out money to beat Ferry. At this rate Michigan will soon measure up to Pennsylvania.

THE U. S. makes an eighty-eight cent dollar; it has just turned out an anomalous coin which does not tell on its face whether it stands for five farthings or five dollars, and now it is discovered that half of \$5,000 gold recently coined at New Orleans, short \$2.50 per \$1,000, is in circulation. What next?

AFTER a long and bitter struggle for the city offices filled by contests in Philadelphia, the Democrats and Independents who had before defeated Baldwin for commissioner of highways, yesterday elected Colonel Ludlow, an engineer of the U. S. A., to be superintendent of the water works. His opponent, one Shaw, as a desperate resort circulated the story that Ludlow was a drunkard and that soon straggling stand and then died in the last ditch. The department has large patronage and the Democrats are well satisfied to have it in non-partisan hands and run for the public good.

REPRESENTATIVE JOHN H. LANDIS has been making such a good record for himself in attacking improper appropriations that a pity he could not withstand the temptation to show his ears by indulging in some luncheon over the bill to pension the surviving veterans of the Mexican war, which came up on second reading. Landis insisted on amending it so as to not make it apply to ex-Confederates, though nobody was able to recall any Pennsylvania soldier of the Mexican war who had served in the army of the rebellion, except Pemberton, of Philadelphia, and when he was hauled up it was found that he has been dead for several years.

The New York Herald very promptly exposes the fallacy of an appeal made by Holmes, Whittier and Aldrich to Congress to not take the tariff off books, lest it would enable foreign publishers to occupy the market with books written and made abroad, and "that higher literature will be discouraged and the greatest volume of current literature, which is in the form of reading for the young, will be guided by foreign authors instead of by men and women of their own nation." All foreign books for which there is general demand are already republished and sold here cheaper than foreign publishers would sell them, and very much cheaper than the copyrighted publications of home authors of like rank or sold.

The Democratic state executive committee of Pennsylvania held its first meeting under the new rules and the reorganization of the party in Philadelphia last evening, there being present W. U. Hensel, chairman, Gen. Richard Coulter, Hon. B. F. Myers, W. F. Harris, Jr., P. Allen and W. J. Brennan. Harrisburg was fixed as the place for the meeting of the next state convention on Wednesday, Aug. 1, to be opened at 10 a. m. There was an informal discussion on various political matters and a disposition manifested to secure such a change in the law relating to payment of tax as a suffrage qualification as would abolish the constitutional provision on this subject or reduce the tax to a nominal figure.

At length, after much time and \$25,000 expense, the crypt under the cathedral at Garden City, L. I., intended as the last resting place of A. T. Stewart, has been completed. It is said to be of extremely elaborate finish, is 18 feet high, and in the centre are two stone sarcophagi for the remains of Mr. and Mrs. Stewart. Considering the popular belief that the stolen body of the millionaire was never recovered, there is something ludicrous in the idea of the erection of a tomb for the reception of a body which cannot be found to be put into it. But then the building of this costly sepulchre may be additional grounds for the impression that the remains are in secret possession of friends who at an opportune time will place them in the crypt, which skill and money, it may be presumed, have made doubly secure.

MAIL MISCELLANEY.

Condensed Intelligence from the Morning Papers. Booth's theatre, at New York, has been sold to James D. Fish, president of the Marine bank, for \$500,000.

The receiver of the suspended Union iron and steel company, at Chicago, reports the assets as \$1,451,931 above liabilities.

The steamer Beaver ran into a rock at the Narrows, at the entrance to Burrard inlet, and sunk. The Beaver was a historical boat, having come around Cape Horn in 1835, and was the first steamer in the Pacific ocean.

The wife and two children of Henri Latourelle, of Montreal, were poisoned by eating canned lobster. Henrietta, a girl of 7 years, and Mrs. Latourelle are recovering, but the younger girl is still dangerously ill.

Recent losses by fire: Swartz Creek, Mich., burned out, \$13,000; Flickinger & Hart's store, Defiance, Ohio, \$20,000; county court house, Bagfield, Wis., \$15,000; Goessline & Son's tannery, Parma Corners, New York, \$20,000.

Buried in Her Bridal Robes. In Washington, Pa., Miss Nettie Clark, aged 23, only daughter of Dr. Byron Clark, was buried lately from her father's residence. Miss Clark was an estimable young lady, and was to have been married on the 17th of April next to Mr. Samuel Workman, a most respectable young gentleman. Miss Clark was buried in her wedding robes.

STAR ROUTE SENSATION

ONE OF THE CONSPIRATORS LEADS HIS OWN PARTY.

Rerdell surprises his Counsel by withdrawing his plea of insanity and pleading guilty. In the Star Route cases yesterday, M. C. Rerdell, one of the indicted persons, arose and said: "If the court please, I desire to make a statement in my own behalf." A profound silence prevailed for a moment, the court looked surprised, but the counsel for the defense seemed to be prepared for the blow about to follow. The court finally said: "You can make it." Rerdell then said:

I became acquainted with S. W. Dorsey in December, 1873; and in Dorsey in the spring of 1874, at first Dorsey's house on "I" street; General Metcalf about 1868 or 70; became acquainted with Brady in the spring of 1879. In August, 1875, I was appointed to a position under the district government, at the salary of \$1,000 a year, secretary of the Star Route. One morning in June, 1878, witness went to Dorsey's house at his request. Dorsey had before him a large number of communications. He tossed them over to witness and asked him if he knew what they meant. Witness read about a dozen. They were communications from the post office department addressed to Dorsey, Peck, Boone, Miner, and perhaps Watts. Dorsey asked him to take charge of the business, and witness carried them down to his office. The district building, Dorsey said, he intended to take away the business from Boone, who was then at the head of it; saw Dorsey again on the night following; told him he thought he could attend to the business after getting a little further information. Dorsey then got into Boone's house and got all the papers connected with the business. Boone, he said, would understand what papers were wanted. Witness did as he was directed and got a large case of pigeon holes full of papers, but then to Miner before Dorsey's house, and devoted all his spare time to the business, writing letters to sub-contractors and others. About July 5 or 10, Dorsey asked him if he would like to go West. Witness replied in the affirmative, and Dorsey gave him in his application for leave of absence. Dorsey said that he would see that he got it. Witness was to go west to assist John Dusey in putting service upon the Bismack-Tongue river route. Left Washington on July 11; received instructions and \$1,000 from Dorsey before leaving. Dorsey also went with him to the German American national bank and placed to the credit of John W. Dorsey & Co., \$2,000. Witness signed the firm's name—John W. Dorsey & Co.—upon the books. When witness returned to Washington, he found Dorsey signed John W. Dorsey & Co., and endorsed S. W. Dorsey. Did not remember whether Miner or himself had the notes. Used nearly all the money for stocking the Tongue river route. Altogether \$2,000 was used for this purpose.

Before witness went West, Dorsey furnished him with postal blanks, and told him to establish a station off to one side of the route—about sixty miles—and put in applications to have it put upon the route. It was calculated that this would make up for the loss of the route, and Dorsey was to be paid for the application. Witness missed connection at St. Paul, and while waiting, met John W. Dorsey in a hotel. John Dorsey took him down to the stables and showed him Pennell's horses. They went down together to the stables, and the assistance of John Dorsey and Pennell, witness proceeded to buy grain, stock, camp utensils and other requisites. A train was prepared, and Pennell started out to build ranches and dig wells. Witness selected the site of the proposed station, and even picked out a name for it. At Miles City witness got up a petition, and everyone who he asked signed it. He had a letter of introduction to General Miles, and got him to write a letter to the department. Witness left John Dorsey at Miles City. Witness picked out a name for the station on the map for the new postoffice, but knew nothing about the number of inhabitants at that place.

"It was a paper postoffice?" asked the court. The witness answered affirmatively. He knew one of the carriers on the route. S. W. Dorsey's instructions were to build the stations about fifteen or sixteen miles apart. He said the service would be increased, and until that time they could use every third station. Witness was instructed to get up petitions for increase and expedition. He had been furnished with letters to a number of prominent persons, including Governor Ramsey, General Rosser and Senator Windom. Minor said first that he was a witness for John W. Dorsey in charge of the route, and returned to Washington. Next saw John Dorsey in January or February, 1879. Did not see him here in November, 1878. Got letters from him about that time that would show him he was a witness. Mr. Merrick requested witness to bring the letters with him to-morrow.

Very close to Brady. Witness, continuing, said that his family occupied Senator Dorsey's house during the summer of 1878. When he returned to Washington he was met by Mr. Merrick. He thought he should be very close to Brady. In conversation with Miner and Vaile at the Narrows, at the entrance to Burrard inlet, Vaile had been talking to Rerdell about giving him employment; he thought he should give him a good thing. Vaile said he had been thinking of the same thing and acceded to the proposition. Miner said they would fix him and asked him how he would like to come back; he could go West and be his own man. Witness did not answer positively, but regarded himself as acting under this agreement from March 1. Vaile spoke of the possibilities of the service, saying some of the routes let at \$40,000 would be pushed so as to yield \$600,000 or \$700,000 a year. He thought the Rawlins White River route would be a good one for witness to begin on. Witness went to Rawlins and employed a sub-contractor on that route. In the meantime he wrote out a number of petitions for increase and expedition and caused them to be circulated. At that time (March, 1879), S. W. Dorsey was quarreling with Miner and Vaile, and refused to allow his brother to furnish the affidavits. Vaile said he thought he could get Brady to accept an affidavit from the sub-contractor, and within a few days reported that Brady had consented to do this. By Vaile's direction witness wrote out a blank affidavit and sent it to the postoffice at Rawlins. It came back signed with the name reserved for men and animals unpaid according to direction.

Mr. Merrick presented the affidavit to the witness, who identified it, and said the words "or animals" were not in the preceding men, "six" preceding animals, "eight" preceding men, and "twenty-four" preceding animals, had been filled in by himself by the direction of S. W. Dorsey, who also suggested the numbers.

PERSONAL.

CHARLES S. WOLFE and Don Cameron were in Harrisburg yesterday.

SIMON CAMERON is leaving St. The Western trip of him and Mr. Dana has been put off until March 1.

DORMAN B. EYTON is booked for the hearing before the grand jury at Harrisburg. That is putting the infant to a friendly nurse.

PROF. J. W. WESTLAKE, of the state normal school, Millersville, has been honored by having the name of a school house in Allegheny county changed from "Westlake" to "Westlake."

JOHN L. McDONALD, treasurer of the Y. M. Christian association, Altoona, and a prominent commission merchant, is reported to have absconded with \$100 of the association's money and between \$30,000 and \$40,000 belonging to parties dealing with him in the commission business.

BURTON C. COOPER, president; CLEMENS R. WATKINS and O. W. SELLERS, vice presidents; Peter H. Keller, treasurer; Albert H. Harris, secretary, were elected officers of the Commonwealth club last evening. For the full term of the board of managers James Gay Gordon and W. T. Hays were elected, and the country that occupies so elevated a position. It contains ten forge fires and more than a score of the sons of Vulcan are constantly engaged in forging carriage irons, and ironing the work sent to them by the wood-workers.

The floor of the smith shop is of brick laid in cement. The nail blocks do not rest on the joists that support the floor, but on pillars, with stone foundations, reaching from the ground to the floor of the smith shop. The shop is well ventilated and heated up in the air, the smoke and sulphur from the forges do not offend the taste of fastidious neighbors. The convenient arrangement of the entire establishment can be seen at a glance. The lumber and wood material is carried from the first to the second story, where it is worked out and put together by the wood-workers. It is then raised to the smithshop, where it is ironed. Then it is carried across a bridge, 36 feet long and nearly as wide, connecting the front and back buildings, and is ready for the painters. Then it goes to the trimming room on the second floor, and when finished is ready to be lowered into the show room for inspection by customers. Thus the ironing, painting, and carriage-making is all done in one building. Experts who have visited Atlick's shops declare that there is not anywhere in the country a more conveniently arranged establishment; and even in New Haven, the great centre of carriage making, there are very few that exceed it in extent. In addition to the buildings above described the Messrs Atlick have a large warehouse at 42 Market street. The building is 36 feet front by 126 feet deep and three stories high. It is used exclusively for the storage of finished work, with which it is packed as full as it well can be.

A FATAL COASTING ACCIDENT.

A ONE CITIZEN OF NEW CASTLE KNOCKED DOWN While William Hamilton, of New Castle, Lawrence county, Pa., aged 60 years, was coming down Pittsburgh street a while on which was a boy ran into him while he was going at a very high rate of speed. Hamilton was knocked down with terrible force, his head striking on the ground. When picked up it was found that his head and face were badly bruised. He was taken to his home where he began to vomit, expectorating clots of blood. He also complained of great pain in his ear. He lingered until near midnight in great pain, when he expired.

Retrayed and Dragged to Death.

Miss Lizzie McDaniels aged 25 years a daughter of William Daniels residing at No. 4 North Washington street, Baltimore, died on Sunday last having given birth to a child on the 1st instant. Before her death she exacted from her father and brother a promise not to harm her alleged betrayer, Charles E. Kemp, of Williams & Kemp, machinists. She was found by her mother, in November last, in a secluded house suffering from drugs which she said Kemp had compelled her to take with a view of producing abortion.

High Water.

Yesterday the Conestoga was bank full and there was 31 inches of water pouring over the breast of the dam at the city mill. This morning at 10 o'clock it had fallen about five inches.

Policemen Appointed.

The governor has appointed Henry Hamner and Christian B. Henry to be special policemen at the iron works at Philadelphia Harbor, which are owned by the Phoenix iron company and are now closed.

WITNESS FILED THE AFFIDAVIT AND LETTER OF TRANSMITTAL IN THE DEPARTMENT BY DORSEY'S DIRECTION.

Mr. Ingersoll objected to this evidence. He said they tried to make out a fraud and extensive additions and improvements, and fraud when they did not; it was a fraud either way.

Mr. Merrick—it was a new fraud; experience taught them a more adroit fraud.

Taking up one of the affidavits connected with the Ojo Caliente route, the witness said that although the bottom of the paper was in the handwriting of W. F. Kellogg, notary public, yet the figures opposite the men and animals and the number of the route had been written in by S. W. Dorsey.

THROWING UP A SNAKE.

The astonishing affair that has excited Salisbury's colored residents.

A special dispatch to the Times, from Salisbury, N. Y., says that a colored people at this place, as well as many others, have been thrown into intense excitement over the fact that Hugh Leonard had thrown up a snake. Leonard had been sick for some weeks and was convinced that he had been conjured. He even went so far as to collect a snake, and the bewitching was accomplished. He says he attended a ball, when one of his old sweethearts, whom he had discarded "for a handsomer girl" gave him some cake. He noticed a peculiar taste and did not eat all of it, as he was afraid of being conjured. His soon became complaining of pains in the stomach. His uncle Cotman took the case in charge, with the avowed intention of removing the spell, and yesterday witnessed the conjuring of his house. Leonard was taken with a severe fit of convulsions, when he threw up a snake about 18 inches long, spotted white and black, and apparently of the water snake variety. The reptile was alive, and continued so until it was put into a bottle of rum for its food. The negro still lies on his back on the floor, and says there are more of them yet to come, adding that they come up into his throat and choke him nearly to death, but slip back before he can get his fingers upon them.

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On entering the main building on Orange street, the view is as follows: A vestibule is separated from the show room by sliding glass doors extending entirely across it, admitting an abundance of light and excluding all dust and dirt. The show room has an area of 105 by 15 feet and is filled with finely finished vehicles—phaetons, buggies, carriages, light wagons, &c. The room is admirably lighted, not only by the glass doors above mentioned, but by a number of skylights, and the upper floors and sheds a flood of light into the rooms on the several stories.

On the second floor front is the finishing room 36 by 45 feet. It is here that the vehicles, after coming from the painters and trimmers, are put together preparatory to being lowered on the elevator, into the show room.

Back of the finishing room is the trimming room, 45 by 70 feet. In addition to the usual appliances found in all first class carriage manufactories, this room contains one of Elliott's patent dash machines—the only one in the state. It is an immense screw machine, and on it one man can stitch a dash in fifteen minutes, thus doing as much work as ten men can do by hand.

The entire third floor front is used as a paint shop. It is 45 by 100 feet—minus the size of the skylight which pierces its center, and the floor is subdivided into several compartments and is filled with vehicles undergoing the operation of painting, decorating and varnishing. From the varnishing room all dust is excluded, not only by close doors and windows, but by a special dust collector, which prevents it from entering from the room below.

The fourth floor front is packed with finished work—wheels, axles, shafts, etc.—ready for putting together.

The fifth floor front is packed with hundreds of finished carriage bodies.

Returning to the back building we find first the lumber house 30 feet square, both stories of which are packed with seasoned lumber. The first story of the adjoining building, 36 by 70 feet, is used for the storage of loose material—wheels, hubs, spokes, bows, &c. The second floor of equal size is the wood shop, where a large number of men are employed in making wheels, bodies and all the other woodwork required in carriage making.

The third floor of the building is the blacksmith shop, and we are informed it is the only blacksmith shop in the country that occupies so elevated a position. It contains ten forge fires and more than a score of the sons of Vulcan are constantly engaged in forging carriage irons, and ironing the work sent to them by the wood-workers.

The floor of the smith shop is of brick laid in cement. The nail blocks do not rest on the joists that support the floor, but on pillars, with stone foundations, reaching from the ground to the floor of the smith shop. The shop is well ventilated and heated up in the air, the smoke and sulphur from the forges do not offend the taste of fastidious neighbors. The convenient arrangement of the entire establishment can be seen at a glance. The lumber and wood material is carried from the first to the second story, where it is worked out and put together by the wood-workers. It is then raised to the smithshop, where it is ironed. Then it is carried across a bridge, 36 feet long and nearly as wide, connecting the front and back buildings, and is ready for the painters. Then it goes to the trimming room on the second floor, and when finished is ready to be lowered into the show room for inspection by customers. Thus the ironing, painting, and carriage-making is all done in one building. Experts who have visited Atlick's shops declare that there is not anywhere in the country a more conveniently arranged establishment; and even in New Haven, the great centre of carriage making, there are very few that exceed it in extent. In addition to the buildings above described the Messrs Atlick have a large warehouse at 42 Market street. The building is 36 feet front by 126 feet deep and three stories high. It is used exclusively for the storage of finished work, with which it is packed as full as it well can be.

Mr. D. A. Atlick, the senior member of the firm, is the pioneer carriage builder of Lancaster.

He commenced business on a rather small scale so long ago as 1848. He gradually increased his business until he attained its present prominence. In 1873 he took into partnership his eldest son, S. W. Atlick, and in 1880 W. B. Atlick, his second son, was admitted. From 1848 to the present time, the establishment never closed; the workmen have never been out of employment, and all of their own, and they never have failed to receive their wages on pay day. There are from seventy to eighty hands constantly employed and it is creditable to the men as well as to the employers, that nearly all of the foremen and nearly all of the employees learned their trade in Atlick's shops. The only exceptions are a few old stagers who were full-grown workmen before Mr. Atlick began business. The pay-roll of the establishment in 1878 will show that more men have been given employment and more wages paid there than has been paid by any other business enterprise in Lancaster, except our great cotton mills.

The trade of the establishment is principally wholesale and a very large proportion of it comes from the South and West, though considerable fire work is sent also to Philadelphia, New York, and even New England, where carriage building is a specialty. The popularity of Atlick's work has done much towards making Lancaster a centre for carriage building; and quite a number of reputable establishments have sprung up in this city, all of which we believe are doing a fine business. And it is not an exaggeration to say that no city in the state turns out as much work, as good work, or sells it at as low prices as the carriage manufacturers of Lancaster.

CARRIAGE WORKS.

IMPROVEMENTS AT ALTIK & SONS.

A Description of the Premises of One of Lancaster's Chief Industries—An Old Business Establishment.

During the past year the Messrs. Atlick turned out over nine hundred first-class jobs, and for several years past the average has been over seven hundred. The senior partner may almost always be found in the morning of the business, a general superintendent. S. W. Atlick devotes himself to traveling and taking orders for work, while the junior partner has a general superintendence over the several shops in the establishment.

For several months past D. A. Atlick & Sons, carriage manufacturers, have been making extensive additions and improvements to their manufacturing, 42 and 44 West Orange street, which, even before these additions and improvements were made, stood at the head of the list of carriage manufactories in this country.

The main building, fronting on Orange street, has a front of 45 feet, and is 105 feet, and is four stories and an attic in height—the fourth story and attic having been recently added. Immediately in the rear of the main building, and connected with it, is a two-story brick building, 30 feet square, which is used exclusively for the storage of lumber. Connected with this building is another new brick, 70 feet long, 36 feet wide and three stories in height. As will be seen, the length of these three buildings is over 200 feet, with a width of from 30 to 45 feet.

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The third floor of the building is the blacksmith shop, and we are informed it is the only blacksmith shop in the country that occupies so elevated a position. It contains ten forge fires and more than a score of the sons of Vulcan are constantly engaged in forging carriage irons, and ironing the work sent to them by the wood-workers.

The floor of the smith shop is of brick laid in cement. The nail blocks do not rest on the joists that support the floor, but on pillars, with stone foundations, reaching from the ground to the floor of the smith shop. The shop is well ventilated and heated up in the air, the smoke and sulphur from the forges do not offend the taste of fastidious neighbors. The convenient arrangement of the entire establishment can be seen at a glance. The lumber and wood material is carried from the first to the second story, where it is worked out and put together by the wood-workers. It is then raised to the smithshop, where it is ironed. Then it is carried across a bridge, 36 feet long and nearly as wide, connecting the front and back buildings, and is ready for the painters. Then it goes to the trimming room on the second floor, and when finished is ready to be lowered into the show room for inspection by customers. Thus the ironing, painting, and carriage-making is all done in one building. Experts who have visited Atlick's shops declare that there is not anywhere in the country a more conveniently arranged establishment; and even in New Haven, the great centre of carriage making, there are very few that exceed it in extent. In addition to the buildings above described the Messrs Atlick have a large warehouse at 42 Market street. The building is 36 feet front by 126 feet deep and three stories high. It is used exclusively for the storage of finished work, with which it is packed as full as it well can be.

Mr. D. A. Atlick, the senior member of the firm, is the pioneer carriage builder of Lancaster.

He commenced business on a rather small scale so long ago as 1848. He gradually increased his business until he attained its present prominence. In 1873 he took into partnership his eldest son, S. W. Atlick, and in 1880 W. B. Atlick, his second son, was admitted. From 1848 to the present time, the establishment never closed; the workmen have never been out of employment, and all of their own, and they never have failed to receive their wages on pay day. There are from seventy to eighty hands constantly employed and it is creditable to the men as well as to the employers, that nearly all of the foremen and nearly all of the employees learned their trade in Atlick's shops. The only exceptions are a few old stagers who were full-grown workmen before Mr. Atlick began business. The pay-roll of the establishment in 1878 will show that more men have been given employment and more wages paid there than has been paid by any other business enterprise in Lancaster, except our great cotton mills.

The trade of the establishment is principally wholesale and a very large proportion of it comes from the South and West, though considerable fire work is sent also to Philadelphia, New York, and even New England, where carriage building is a specialty. The popularity of Atlick's work has done much towards making Lancaster a centre for carriage building; and quite a number of reputable establishments have sprung up in this city, all of which we believe are doing a fine business. And it is not an exaggeration to say that no city in the state turns out as much work, as good work, or sells it at as low prices as the carriage manufacturers of Lancaster.

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