THE STATE OF TRADE.

Bradstreet's Report That the Improvement is Not Yet Visible.

THE WEATHER LARGELY TO BLAME

Prices On Nearly All General Lines On the Downward Grade.

R. G. DUN & CO.'S WEEKLY STATEMENT

NEW YORK, January 25.—Special telegrams to *Bradstreet's* do not report a continuance of the more favorable features of a week ago. The recurrence of mild, unseasonable weather has checked the movement of winter goods somewhat, notably clothing and heavy drygoods, at Kansas City, Chicago, St. Joseph, Omaha, Cincinnati, in the South and in the Northwest. At most centers the volume of several lines of trade is of seasonable proportions, particularly drygoods, groceries, hardware, lumber and paper.

At New York there is no special activity, and the condition and the outlook are fairly satisfactory. As was to be expected after the long continued mild winter, there has been a growing complaint as to collections from country merchants. The prospect for the lake ship building interests is reported from Cleveland to be good. Hogs are 20@30c lower at Kansas City, and cattle lower than for a year. The total bank clearings at 40 cities reported to *Bradstreet's* this week are $1,046,191,976, against $1,117,774,369 last week and $886,394,952 in the fourth week of January, 1888, a loss of 6½ per cent on the week and a gain of 18 per cent on the year.

Stock speculation hesitates and waits for the appearance of further effects of the recent demoralization of railroad interests, and for the conclusion of the work of pacification now in progress at Chicago. Appearances are more favorable, and bear operations are measurably checked, resulting in a recovery of prices. Bonds, especially prime investments, are in active demand, and prices are advancing. Money at New York is easy and plentiful; call loans, 1½@2½. Foreign exchange is higher on the continued scarcity of bills and absence of foreign stock buying. Demand sterling $4 88¾@4 89. Over $1,000,000 gold was engaged for export this week.

INDUSTRIAL SITUATION.

There were 679 strikes reported to *Bradstreet* in 1888, involving 211,841 employes, a decline from 1887 of 23 per cent in number of strikes and of 38 per cent in strikers. Againt 1886 the decrease in number of strikers is 52 per cent. Higher wages or fewer hours were causes of strikes by 68 per cent of the strikers of 1888, against 62 in 1887; trades union questions were behind the strikes of 17 per cent of the men involved in 1888, against 22 per cent the year before. Sympathetic strikes almost disappeared last year. About 45 per cent of those striking were in Pennsylvania in 1888, against 32 per cent in 1887.

Only 38 per cent of the strikes in 1888, involving 50 per cent of the whole number who went out, resulted in favor of the employes, against 42 per cent of the strikes and 38 per cent of these involved in 1887. There were 74,837 employes locked out in 1888 (against 46,000 in 1887), of whom 82 per cent were successful. The number of days lost by striking and locked-out employes in 1888 was 7,562,480, against 10,250,921 in 1887. If the labor be placed at $1 50 per man, the estimated loss of wages to striking and locked-out employes in 1888 would be $11,342,720, against $15,380,381 in 1887, a decline of 25 per cent.

An unsettled feeling prevails in the iron trade in all parts of the country, as the tendency of prices is downward, though makers assert, with a good deal of confidence, that stronger quotations will be established as soon as the spring demand sets in, and that a higher range of prices will then prevail. Pig iron has been shaded on all varieties except a few choice brands. There is a rumored cut on steel rails below the nominal $27 per ton, and in other respects the market might be improved. The President of the American Pig Iron Storage Warrant Company writes to *Bradstreet's* that nothing in the nature of a trust or pool is contemplated by that organization. That the plan, which he says already has as adherents some of the larger furnace companies of the country, comprehends merely the storage of pig iron and issuance of warrants against such surplus stock, similar to the plan long employed at Glasgow, Scotland.

There are no special changes of note in refined sugars beyond mere stiffness in views of holders and a steadier market in consequence. Raw has been in light demand, and is off 11-15c at New York. Rio coffee, with more actual request, has been ¼@¾c higher than last week, but reacted yesterday to about the level of a week ago.

AGRICULTURAL PRODUCTS.

Wheat is off 3¾c per bushel on the week, and flour 5@10c per barrel. There appears to be a growing suspicion that the "statistical position" of wheat throughout the world for the bull side of the market is not as strong as had been believed. *Bradstreet's* has calculated (with latest data as to foreign wants and supplies to August 1 next) that there are now in the United States, both coasts, 26,000,000 bushels available for export to July 1, 1889. The total export of wheat (and flour as wheat) from the United States this week is 1,801,665 bushels, against 1,301,640 bushels last week and 1,641,646 bushels in the like week of 1888. The aggregate shipped July 1 to date is 57,090,000 bushels, against 81,766,000 bushels in 1887-88.

Cotton and woolen goods are distributed more rapidly at New York and Boston. The advance in print cloths has been firmly held, and this, coupled with the small stocks of these goods, has induced an advance of ⅛c on prints and corresponding advances on other lines of printed fabrics. Ginghams are in fair jobbing demand and a heavy movement on orders is reported by agents. Woolen and worsted suitings share to some extent in the better demand. Prices of heavy-weight goods have not been advanced so generally as anticipated. Foreign goods share the better demand reported. Raw wool is quiet and unchanged. Buyers are holding off for the London sales next Tuesday. Raw cotton is 1-16c lower on heavy cop movement and consequent encouragement given thereby to the larger estimates.

Business failures reported to *Bradstreet's* number 331 in the United States this week, against 358 last week and 259 this week last year. Canada had 32 this week, against 47 last week. The total of failures in the United States from January 1 to date is 1,312, against 1,172 in 1888.

A PERPLEXING SITUATION.

R. G. Dun & Co. Report That Statements Are Contradictory.

NEW YORK, January 25.—R. G. Dun & Co.'s weekly review of trade says:

The state of trade is unusually perplexing, for, with general complaint of dullness, there are evidences that the volume of transactions is large. The payments through banks last week were 25 per cent larger than for the corresponding week last year at New York, and 16 per cent larger at all other cities.

Railroad earnings also show that traffic is large. The demand for money is sufficiently active at nearly all interior points, moreover, to indicate that a large business is in progress. Yet it is undeniable that the prevailing temper is one of disappointment at the result of business since the new year began, and this is not wholly explained by the steadily declining prices of products.

At Southern points, after some depression, trade appears to be improving. In the Northwest trade is fully equal to that of last year, and at some points clearly larger. The supply of money seems to be everywhere ample for legitimate demand. There are no indications of general unsoundness or over straining of commercial credits. In the great iron industry consumption for all other than railroad purposes appears to be larger than ever, but there is serious disturbance. In consequence the *Iron Age* reports a "general weakening," which "there is no use blinking at," and holds that furnaces which cannot face, without serious loss, a decline of fully $1 from present prices may wisely suspend production." At Western points Southern iron is offered at prices equivalent to $12 at Birmingham, which is considered equal to $17 for Pennsylvania iron; and large sales are reported at prices below published quotations. A decline in the price of coke is considered probable, and the anthracite coal market continues weak.

The decline in wheat continues, the prices having fallen 2⅝ cents for the week. As the prices reached this week 93½ to 93⅝ cents, there has been some buying for export, though not as yet for Great Britain. Corn has fallen a cent and oats are lower. Pork products have also declined, mess about 50 cents per barrel, lard 20c and hogs 10c per 100 pounds. Cotton is a shade lower, with sales of 421,000 bales, and coffee ⅝c higher, with sales of 233,000 bags. The market for copper has been dull and tin is lower at 21½ cents; lead is also weak at $3 80, but the sugar market favors holders. The generally average of prices has fallen .8 of 1 per cent for the week.

The supply of money here increases, both by remittances and from the interior and by excess of Treasury disbursements over receipts, which reached $1,700,000 for the week. The exports of merchandise from New York show a gain of 11 per cent for three weeks.

The stock market is nevertheless so firmly sustained that the average decline in prices has only been 60 cents per $100 for the week.

The business failures number 342; against a total of 337 last week, and 381 the week previous. For the corresponding week last year the figures were 269.

ONE GUN WITH A HISTORY.

A Cannon Which Has Passed Through a Number of Vicissitudes.

[SPECIAL TELEGRAM TO THE DISPATCH.]

FINDLAY, January 25.—Dr. A. L. Davis, of this city, has just presented to Stoker Post, G. A. R., a small cannon which has attached to it a most entertaining history, although its movements prior to coming to this county are unknown, and may possibly be more interesting than what follows. Immediately after the Mexican War the United States Government donated a 12-pound cannon to each county in the several States having a regularly organized company of militia. Hancock county did not receive her piece of ordnance, however, until the year 1852, when the gun, whose history is now being written, was received. It was taken in charge by a local company, which, after a few years, disbanded, and then the cannon became common property, and was used mainly for Fourth of July celebrations and political demonstrations.

At one time the piece was loaned to the people of Ottawa, a neighboring town, and remained there for so long a time that the citizens at last refused to give it up, and to prevent the Findlay boys from getting possession of it again, it was hidden. The late Colonel Mungen and a few adventurous spirits determined upon recapturing the gun, and going to Ottawa, placed a dozen or so drinks of whisky where they would do the most good with the result that the hiding place of the instrument of war and destruction was disclosed, and when night came on the Findlay boys rescued the cannon from its place of concealment, attached it to a wagon and drew it home in triumph.

During the late war, when the Ohio "Squirrel Hunters" were called out by Governor Tod to repel the invasion of the State by John Morgan and his bold raiders, the old cannon was taken to Cincinnati by a company of which Abel F. Parker, of this city, was Captain. The gun did excellent service in defending that city from the enemy, who, hearing of its arrival, did not dare attack the place. When the scare was over and the "Squirrel Hunters" were permitted to return home, they prepared to bring their cannon with them, but the General commanding would not have it so, and decreed that the gun was the property of the State. Captain Parker, recognizing that he was powerless in the hands of the Government, demanded and received a receipt for his piece of ordnance, which the General made out as follows:

"Received of a man, a gun.
"Signed, A. MAN."

This receipt was sacredly kept by Captain Parker until 1875, when ex-President R. B. Hayes was Governor. He consented to return the gun to Findlay upon Mr. Parker producing the above receipt as proof that the cannon belonged to Hancock county. The piece was then in the State Armory at Columbus, but was shipped on Governor Hayes' order to this city. When it reached here there was no one to pay the freight charges, and it laid in the depot for so long a time that it was about to be sold by the railroad company to pay the charges, when Colonel Mungen again came to its rescue and paid the bills, taking possession of it. For a number of years he retained the ownership of it, until, finally, in settlement of a suit in court, it passed into the hands of a man by the name of Gribben, who accepted it in full satisfaction of his claim, and in Mr. Gribben's possession it reposed for several years, until he became hard up, when he gave it to Frank Klaber in settlement of a board bill.

Klaber kept it until his death, and when Dr. A. L. Davis bought the Klaber homestead, he obtained the cannon as one of the appurtenances. Now it goes to Stoker Post of the G. A. R., who are arranging to receive it with appropriate ceremonies, and its vicissitudes are probably at an end.

Secretaries to Canvass.

Messrs. W. J. Gile and S. L. Lupton have been engaged by the Exposition Board as assistant secretaries. Business is piling up so beautifully that Captain J. W. Batchelor finds it necessary to have some assistance. Besides that, the two gentlemen are to devote their time to the securing of additional subscriptions, and as they are both well known, they will be especially valuable in continuing the present boom among enterprising business houses.

To Fight the Amendment.

The liquor men of Allegheny county held a meeting in Guckenheimer & Co.'s office last evening and formed an organization to fight the amendment. Liquor men think they can carry the State by at least 30,000 majority. The canvass will be a quiet but an effective one. They will unite in their work throughout the State.

Visiting Railway Officials.

Samuel P. Shane, General Freight Agent of the New York, Lake Erie and Western Railroad at Cleveland, and George H. Vaillant, Freight Traffic Manager of the Erie system at New York, are in the city on business. They say the Erie and the Lake Erie will continue their present amicable relations.

BILL NYE *views Niagara in winter and tells all about his visit in* THE DISPATCH *to-morrow.*

VALUABLE INFORMATION

Good for To-Day Only.

To-day winds up our sale of superfine overcoats and suits at $15, marked down from $28, $25 and $20. Fifteen dollars give you your choice of fine silk and satin-lined overcoats in elegant imported chinchillas and Kerseys, and for $15 you can select any of those elegant suits we sold last week at $28, $25 and $20. Remember this is the last day of our great $15 sale. We've got a big stock on hand. We want to reduce it, and we've got to make it an object for you to buy, and a big one at that. P. C. C. C., Cor. Grant and Diamond sts., opp. the new Court House.

AT 40 cents per yard, all-wool English suitings, stripes and mixtures, 40 inches in width, previously sold at 60 cents per yard. TTS HUGUS & HACKE.

REAL ESTATE SAVINGS BANK, LIM.,

401 Smithfield Street, cor. Fourth Avenue.

Capital, $100,000. Surplus, $38,000.

Deposits of $1 and upward received and interest allowed at 4 per cent. TTS

Neat Fencing

Of iron or wire for front of public or private buildings and around cemetery lots. Also stable fixtures, iron stairs and shutters, tree boxes, fire escapes, and wire windows and door screens for protection against flies and mosquitos. TAYLOR & DEAN, 203 and 205 Market st., and 67 Second ave. TTS

THE RAILWAY NEED.

The Unique Side of the Railroad Presidents' Meeting.

AN AGREEMENT TO OBEY LAW

Yoked to a Boycotting Conspiracy Against New Enterprises.

VALUE OF A NEGLECTED PROVISION

[WRITTEN FOR THE DISPATCH.]

A party of eminently respectable gentlemen met one day last week at the house of Edwards Pierpont Morgan, in New York City. They were the Presidents of six or eight of the largest railway systems of the United States and several bankers heavily interested in railway securities. The objects of the conference was to devise ways and means to prevent the further depreciation of securities and (incidentally) to decide whether it were worth while or not to pay any attention to the inter-State commerce law.

The press dispatches giving account of the meeting merely stated that Judge Cooley, Chairman of the Inter-State Commerce Commission, was present, and it was probably owing to his pleading that the conference finally decided that they would be guided by the provisions of the act. That is, they embodied in the agreement they adopted, a declaration that the law must be obeyed. It is not to be supposed that they intend troubling themselves to take any further action in that direction; the people of the United States should feel honored that this august body are willing to condescend to recognize the fact that there is a law—they "didn't have to" for it is a notorious fact that several of the systems there represented have flagrantly violated the act for 18 months past, and have continued doing so since the declaration above referred to.

FOOD FOR REFLECTION.

Here is food for reflection: The National Legislature of a great country passes a law, and under its provisions a commission is appointed to enforce it. Nearly two years after this law has gone into effect we find the head of this commission meets in conference several of the principal violators of the law and pleads with them to obey it. What a disgraceful spectacle. What a travesty on justice? It cannot be that Judge Cooley and his co-commissioners are ignorant of the fact that the law has been and is now being continuously violated, for we find Senator Cullum quoted in an interview as saying that not a road in the country had given the law a fair trial; that he would like to see them live up to its provisions if only for 60 days, in order to ascertain what effect it would have. If the commissioners are still ignorant that the law has been violated they are not the right men in the right place; if they are not ignorant, they have not done their duty. If they have not the backbone to go ahead and enforce the law, let them as honorable men step down and out, and not draw salaries they do not earn.

But before going further with this subject I wish to call attention to one other incident of their meeting. As gathered from the Associated Press dispatches, it was something like this: President Roberts, of the Pennsylvania system, charged the bankers with being too ready to furnish money to build parallel systems; the bankers hung their heads like boys caught stealing fruit, acknowledged the corn and said they would not do it any more; further they would boycott any bankers that did. It shows to what a low standard public morals have fallen, how calloused is public conscience, that so outrageous an assault on public welfare is allowed to pass without a howl of indignation being raised. Here are men filling positions of great importance who propose to throttle enterprise to break up competition in the greatest interest in the world. We can find instances in court records of judges deciding similar action on the part of men belonging to labor unions as prejudical to public welfare, and therefore deserving of punishment. Yet in no case could the action of the men punished have had more than the smallest influence for harm as compared with this action of President Roberts and the bankers. Law for Jim should be law for John. If boycotting by a labor union is deserving of punishment, boycotting by a conspiracy of bankers and railroad presidents is deserving of the same punishment.

WHERE THE SHOE PINCHES.

The laborer is worthy of his hire, and the investor in railroad securities is entitled to a fair return; but the pretense that an observance of the provisions of the inter-State commerce act will prevent this is false. It is not consideration for the stockholders' interest that invites the general manager's hostility to the inter-State commerce law. It is his restiveness under any kind of control. He wants to be free to follow the dictates of his own caprice, to throw away revenue like water this week, and clap on the screws next, as the humor suits him; to carry freight for some favored individual, firm, corporation or locality for less than cost, and make other firms, individuals corporations or localities make it up by paying unjustly high rates.

The inter-State commerce law is a very mild piece of legislation. There is nothing arbitrary about it. It provides no specific basis for fixing charges of either passenger or freight traffic. It simply attempts to provide against discrimination. The principal fault of the law is, that it is too loose-jointed, so to speak. It is flexible where it should be inflexible, and provisional where it should be direct. No railroad in the country need pay 1 cent less dividends by reason of observing its provisions. In fact a general observance by all the roads would have left many of them in better financial shape at the end of the last fiscal year.

THE LONG AND SHORT HAUL CLAUSE.

The most abused feature of the law is the fourth section, commonly called the "long and short haul clause." A great mistake was made in making the enforcement of this clause optional with the commissioners. Immediately after the law went into effect, the Transcontinental lines and several Southern railroads asked for the suspension of this section in their favor. The commissioners granted their petition for a limited length of time, to give themselves opportunity to investigate. In June, 1887, just before the terms of suspension expired, they came out with a lengthy deliverance, in which they cited cases where they were of the opinion it would be justifiable to charge more for the shorter than the longer haul; and, while not continuing the suspension of the clause specifically, virtually advised the roads to continue charging more for the shorter than for the longer haul and wait for some one to complain. The reading between the lines being to the effect that if such complaint were brought, the decision of the commission would be in favor of defendants.

This action on the part of the commission was a fatal error and has borne bitter fruit. In strict justice no common carrier has a right to charge more for a lesser than for a greater service and even Judge Cooley recognizes this in his dealings with everybody except railway corporations. For instance, were he to enter a carriage at the Baltimore and Ohio depot at Washington in company with another gentleman, he intending to leave the carriage at some point half-way up Pennsylvania avenue, while the other occupant intended riding as far as the Treasury Department, he would grow very indignant should the driver tell him that it would cost him $2, while the charge to the other gentleman would be but half that amount. Or to illustrate by a case nearer home, suppose in order to hurt the traffic of the cable lines the Pennsylvania Railroad should reduce the fare to East Liberty to 5 cents, single trip tickets, and the cable lines should meet it to those points immediately in competition with East Liberty station, but hold up to 10 cents to all other points; how long would people stand it? Yet this is precisely what is being done to-day by all the great transcontinental lines and most of the Southern railways.

Discrimination between places is as unjust as discrimination between individuals. A common carrier has no moral right to practice either. Special privileges always carry with them special responsibilities. Railway corporations are granted special privileges, chief of which is the right of eminent domain; and the acceptance by railway corporations of these special privileges entails upon them the duty of serving impartially the public which granted them. These rights are conferred by the whole public and not by any particular individuals or localities; hence the right to discriminate in any particular between persons and places does not belong to a railway corporation. Thus when the Southern Pacific Railway system arrogates to itself the right to build up certain cities on the Pacific coast at the expense of the interior towns it is not living up to the responsibilities entailed upon it when it accepted the extraordinary rights and privileges conferred upon it by the General Government; and the Inter-State Commerce Commission is false to its trust when it allows it to continue this practice unchecked.

THE RAILWAY PLEA.

The transcontinental lines plead, in justification of their practice in charging two or three times as much for carrying freight to points in New Mexico, Arizona, Utah, Nevada, Montana and Idaho as they do to San Francisco, and certain other favored points on the Pacific coast, that competition by ship compels them to reduce their charges to less than cost of carriage, hence they must charge higher rates to interior points to make up what they lose on the competitive business. Assuming this to be true, it is an unjustifiable outrage upon the defenseless parties upon whom this extra burden of charges is placed. If it be true that clipper ships and other ocean bottoms can carry certain freights from Atlantic to Pacific ports for less than the railroads can carry cross-country that is the natural route. Ship owners are citizens, of the United States as well as holders of railway securities, and the common Government has no right to discriminate against the ship owners by investing the railways with power to tax people situated at interior points to enable them to drive part of the shipping interest out of business, for that is just what it is. The Inter-State Commerce Commission has virtually said to the trans-continental railways go ahead, put into effect from New York to San Francisco rates low enough to take from the ocean bottoms freight that properly belongs to them, and we will allow you to make up what you thus lose by compelling shippers located at interior towns to pay excessive charges. They don't take into consideration that these people are also citizens of the United States and are entitled to protection; that they are part of that "Government of the people, by the people and for the people" which granted to these transcontinental lines the special rights and privileges that enabled them to be built. In fact a greater responsibility rests on the Pacific coast roads than upon any other railway lines in the United States, for they were fostered by the General Government at great expense, and the excuse was "to develop the country;" but they interpret it, and the Inter-State Commission indorses their interpretation, "squeeze the country."

WHAT SHOULD HAVE BEEN DONE.

The commission should have replied to the railways asking for a suspension of the long and short haul clause, "No, gentlemen! charge what you please to your competitive points, but your charges to intermediate points must be no higher. If you can carry freight from New York to San Francisco at a certain figure you can carry the same freight from Pittsburg to Salt Lake City at the same figure. If the amount you charge for the long haul is cost of carriage only the same charges applied to the short haul will yield a handsome profit. We cannot allow you to do otherwise, even the shipper located at an interior point loses all the benefits of competition." The effect of this doctrine stringently enforced would have been healthy for the railways, the shipping interests and the public. The ocean competition would reduce charges to terminal points to a fair basis, and interior points would enjoy a fair share of the benefits of this competition. Suppose there are certain freights that ocean vessels could carry at a profit between Atlantic and Pacific ports for less than the railways could afford to haul them direct. Comparatively little of such freight originates at the Atlantic ports or stops at the Pacific port. The railway lines would then get a haul from point of origination to the Atlantic port and from the Pacific port to points of destination, and after you get a certain distance inward from the coasts the cost of railway haul at both ends added to the cost of sea carriage would aggregate more than the cost of haul direct all rail. Thus it may be readily seen that the enforcement of the long and short haul clause would operate only as a safeguard to prevent unjust oppression of shippers situated at non-competitive points, and not to the detriment of the railway lines at all. It would render competition elastic, so to speak, as the merchant at Helena, Mont., or Winnemucca, Nev., would feel in some degree the competition at terminal points and benefit by it. As it is now the business man located at a non-competitive point on any of the transcontinental lines is virtually at the mercy of the railway and dares scarcely claim that his soul is his own. This state of affairs is repugnant to the theory of a republican form of government, inasmuch as it makes the creature greater than the creator—and gives the lie to the theory on which is based the right of railway lines to the extraordinary privileges that enable them to exist for the public welfare. Mr. Jones at Denver, Col., is as much a part of the public as Mr. Smith, of San Francisco, and entitled to equal participation in the "welfare" consequent upon the development of our transcontinental railway system, which he does not now enjoy, as he is compelled by the discrimination of the traffic managers of the very lines built by the generosity of the general public, of which he is one, to assist in paying the freight bills of Mr. Smith and other San Francisco merchants with a percentage over as a sort of tribute to the great interests that developed this scheme of over-riding justice.

THE QUESTION IN THE SOUTH.

My readers will observe that so far I have dwelt mainly on the sins of the great trans continental lines of railway. But they are not the only sinners against common, every-day justice in general, and the inter-State commerce law in particular. What are known as the Southern roads are as bad in principle if not so extensive in practice. These roads come into competition with the steamboats on the Mississippi, Cumberland, Tennessee and Ohio rivers, and coasting vessels along the Atlantic and Gulf coasts. They have carried the practice of squeezing the interior point shipper to an extreme. In some cases a shipper 20 miles inland will be charged 200 per cent of the rate to a competitive point on the river. The people of the United States have spent millions of money on the Tennessee, Cumberland, Ohio and Mississippi rivers. The object was to foster navigation and to secure the benefit of cheap freights. Now the railway systems interested propose to do all they can to cripple the steamboat interest by carrying freights to river points at figures way below cost and make themselves whole by charging correspondingly excessive freights to patrons situated at interior points. Thus the people of the Southern States not residing immediately upon one of the navigable rivers are taxed on the one hand by Congress to foster river traffic, and on the other by the railroads to break it up. The millions expended in improving the rivers above named was contributed by the whole people, and the residents of the interior country are entitled to a share of the benefits. An enforcement of the fourth section of the inter-State commerce law would give it to them. But the superior wisdom of Judge Cooley and his co-Commissioners has denied them their birthright, and instead compelled them to be the unwilling contributors to their own detriment.

In the next letter on this subject I hope to have opportunity to show you how the railways nearer home fail of compliance with the spirit, if not the letter, of the inter-State commerce law. TOM SHEA.

All Due to a Drunken Fall.

James Henderson, an inmate of the county jail, will be sent to his home, at Little Washington, by the Department of Charities to-day. Some weeks ago he fell or was pushed off a Penn avenue street car and was cut above the eye and on the nose. He was more or less intoxicated at the time and was arrested and sent to jail for ten days. In a few days erysipelas set in, and now he is in a very dangerous condition. He is 62 years old.

VALUABLE INFORMATION

Good for To-Day Only.

To-day winds up our sale of superfine overcoats and suits at $15, marked down from $28, $25 and $20. Fifteen dollars give you your choice of fine silk and satin-lined overcoats in elegant imported chinchillas and Kerseys, and for $15 you can select any of those elegant suits we sold last week at $28, $25 and $20. Remember this is the last day of our great $15 sale. We've got a big stock on hand. We want to reduce it, and we've got to make it an object for you to buy, and a big one at that. P. C. C. C., Cor. Grant and Diamond sts., opp. the new Court House.

SOILED ends of table linens, soiled towels, soiled napkins, scarfs, tidies, etc., to be closed this week. HUGUS & HACKE. TTS

LATE NEWS IN BRIEF.

—Hollanders are alarmed by the report that their defensive resources are poor.

—Mr. Robert Stewart Menzies, M. P. for East Perthshire, is dead. He was a Liberal and a Home Ruler.

—Thirty members of the city government of Toledo, O., are in Syracuse, N. Y., inspecting the electric street railway system.

—The Secretary of the Treasury yesterday afternoon accepted the following bonds: 4½s, registered, $317,500 at 109; 4½s, coupon, $31,000 at 109.

—The National Bank building and three adjoining stores at Athens, Tenn., burned on Thursday night. Loss, $30,000; insurance, $20,000.

—The municipal authorities of Nimes, France, have re-elected M. Numa Gilly mayor, despite the fact that he is temporarily disqualified from holding the office.

—The Secretary of War has officially notified the city of Frankfort, Ky., that the old wooden bridge across the Kentucky river at that point must be raised, as it is too low for boats to pass under. The bridge has stood for over 60 years.

—An English missionary named Brooks, and 15 of his followers were murdered on Saturday near Saadani by members of the coast tribes and natives of Zanzibar. These murders indicate the extent of the hatred to whites the Germans have aroused.

—The Massachusetts Senate Committee on Constitutional Amendment gave a hearing yesterday on the question of a prohibitory amendment to the Constitution. After the hearing the committee decided to present a report to the Senate in favor of a prohibitory amendment.

—There are 18 cases of smallpox in Milan township, Monroe county, Michigan. The disease has got beyond the control of the local authorities. The residents are unable to meet the heavy daily expenses, and have asked the Governor for aid. An allowance will be made from the State Treasury.

—General William B. Franklin, the United States Commissioner to the Paris Exposition, has just received invitations addressed to the American agricultural societies from the Organizing Committee of the International Congress of Agriculture, which is to take place in Paris during the month of September in connection with the great World's Fair.

—The Military Appropriation bill for 1890, reported to the House yesterday by Mr. Townshend, carries an appropriation of $24,466,615, against $24,471,800 in the bill of 1889. The estimates for 1890 were $25,076,358. Among the larger items are: For pay of officers of the line, $2,857,000; for enlisted men, $4,137,000; for retired officers, $950,000; for the purchase of movable submarine torpedoes, $500,000; for the purchase of 100 acres of ground adjoining Madison Barracks, N. Y., $7,000.

—With a single exception all the feather manufacturing firms in New York City yesterday receded from their agreement to pay the prices demanded by the Workingwomen's Union, and locked out their employes to the number of 800. The girls have held a meeting and decided not to return to work now at any price. They are now posted near the factories to keep other girls from going to work. They claim that since this is the busy season the firms will soon be sorry for their action.

—General Myers has been ordered by the Governor of Kansas to Gray county, the scene of the recent county seat war. A telegram from Lieutenant Thorp, in charge of the militia there, says that the people of the two conflicting towns, Ingalls and Cimarron, are daily in receipt of arms and ammunition, and that the day upon which he reported six boxes of Winchesters had been received from Kansas City. No one is allowed to enter or leave either of the towns without giving an account of himself.

—An attempt was made at 11 o'clock Thursday night to wreck the Colorado, Utah and Pacific passenger train on the Union Pacific road, near Wilson, Kan. A large lot of heavy timber and boards had been piled upon the track, a part of which was knocked aside by the engine and the remainder run over by the train. The spot selected was where the track runs on a high embankment, and had the train left the rails there would have been a fearful loss of life. No reason except robbery can be assigned for the action of the would-be wreckers.

—Canadian lumbermen are rejoicing over the measure introduced in the United States House of Representatives by Representative Farquhar, of Buffalo, and hope to see it become a law. Farquhar's bill, they claim, will simply protect Canadian forests from American invaders. I provides that no raft of logs or timber shall be brought into or taken out of any harbor or port of the United States, or brought into or upon any of the great lakes from any river, stream, port or place in the Dominion of Canada or any other foreign port.

—A ghastly murder was committed at Jackson, Mich., Thursday night. Mrs. M. H. Latimer, a widow living with her son, R. Irving Latimer, a druggist, was shot twice in the head after retiring. After the first shot she evidently crawled out of bed and staggered to the window, but before she could raise the window she was shot again and fell back dead. She was found this morning lying in a pool of blood. Irving Latimer had went to Detroit to act as pallbearer for some deceased friend. There is no clew to the murderer.

—There is still some doubt as to the death of Prof. Henry C. Friend, the electric sugar swindler. A man named John F. Kennedy has duped many merchants and others with schemes that were identical with Friend's, and people who know Kennedy think he may be Friend. Kennedy has made thousands of dollars in selling the right to use the process of the New England Food Preserving Company for preserving eggs. It is a fraud, however, and he has never divulged the secret. He also is the author of an alleged process for purifying rancid butter.

PROPOSALS.

PROPOSAL FOR LOCK GATE TIMBER—United States Engineer Office, Cincinnati, O., January 10, 1889.—Sealed proposals, in duplicate, for furnishing white oak timber for the gates of the ice-harbor lock, at Marietta, O., will be received at this office until noon, local time, on THURSDAY, the 21st day of February, 1889. All information furnished on application. The attention of bidders is invited to the Acts of Congress approved Feb. 26, 1885, and Feb. 23, 1887. WM. E. MERRILL, Lieut. Col. of Engineers. ja23-1-23,24,25,26,fe15,16

PROPOSALS FOR DAMS AND DIKES—U. S. Engineer Office, Cincinnati, O., Dec. 18, 1888.—Sealed proposals, in duplicate, for furnishing material and constructing dams and dikes in the Ohio river, to-wit: a dam between Davis and Neville Islands, a dam at the head of Marietta Island, a dike at Eight-Mile Island, a dike at Bonanza Bar, a dike at Madison, Ind., and a dike at Caseyville, Ky., will be received at this office until noon, local time, on WEDNESDAY, the 30th day of January, 1889, and then opened. A separate contract will be made for each structure. All information furnished on application. The attention of bidders is invited to the acts of Congress approved Feb. 26, 1885, and Feb. 23, 1887. WM. E. MERRILL, Lieutenant Colonel of Engineers. de31-28-de31-ja1,2,3,25,26

TO CONTRACTORS FOR ELECTRIC LIGHTING.

OFFICE OF THE BOARD OF PUBLIC IMPROVEMENTS, ST. LOUIS, January 8, 1889.

Sealed proposals for the public work hereinafter mentioned will be received at the office of the Board of Public Improvements of the City of St. Louis, Mo., until 12 M. of the 28th day of February, 1889, at which hour they will be publicly opened and read, viz.:

For lighting with electricity for the term of ten years from January 1, 1890, the streets, public places and such public buildings as may be designated in the following districts of the City of St. Louis, Mo., viz.:

Letting No. 2,503. The district described as the southern district in ordinance numbered 14,697, approved December 29, 1888.

Deposit required, $5,000.

Letting No. 2,504. The district described as the northern district in ordinance number 14,697, approved December 29, 1888.

Deposit required, $5,000.

Bidders will state prices per annum at which are lights of 2,000-candle power each, or incandescent lights, of 30-candle power each, will be furnished, operated and maintained, for lighting streets and public places; also prices per annum at which are lights, of 2,000-candle power each, or incandescent lights, of 16-candle power each, will be furnished, operated and maintained for lighting public buildings.

Everything required for the above electric lighting shall be furnished and maintained by the contractor.

The contract with the city will carry the privilege of furnishing electricity for light and power to private parties and corporations along the lines of distribution.

The contract will contain stipulations by which the City of St. Louis may acquire the entire electric plant and appurtenances at the expiration of the contract.

Bidders must submit with proposals, general and detailed plans and specifications of the proposed system of distributing the electricity, mode of supporting the lights and wires, and of safety appliances.

Proposals must be made on blank forms and inclosed in envelopes furnished by the Board of Public Improvements. The certificate of the Treasurer of the City of St. Louis that the sum of $5,000 has been deposited in the treasury must be inclosed with the proposal.

The right to reject any or all proposals is expressly reserved.

Specifications, form of contract and plans of the districts to be lighted, may be seen at the office of the President of the Board of Public Improvements of the City of St. Louis, on and after January 28, 1889.

Any contract let hereunder will require the approval of the Municipal Assembly by ordinance.

By order of the Board. HENRY FLAD, President.

Attest: EMORY S. FOSTER, Secretary. ja11-22

NEW ADVERTISEMENTS.

SUMMARY STATEMENT

—OF THE—

FISCAL AFFAIRS OF ALLEGHENY COUNTY

FOR THE YEAR 1888,

Published in Accordance with the Provisions of an Act of Assembly, Approved May 1st, 1861.

GENERAL ACCOUNT.

DR.

To balance in fund January 1st, 1888	$129,654 39	
To interest on daily balances	8,864 20	
To fees and other revenues from the several appropriations	154,088 53	
To election fees refunded	11 00	
To fees, Coroner's office, refunded	5 50	
To cash from official advertising	9,215 15	
To cash from sale of old furniture	1,665 99	
To cash for boarding United States prisoners	269 00	
To fines and costs collected	9,984 68	
To verdict fees collected, Court of Common Pleas No. 1	1,049 00	
To verdict fees collected, Court of Common Pleas No. 2	498 00	
To cash from sale of old plank	2 00	
To cash for maintenance of insane at Dixmont	6,598 17	
To fines collected and paid by Aldermen, etc	27 26	
To gas companies, for salary and expenses of Gas Inspector	3,718 37	
To liquor licenses granted under "Brooks bill"	66,740 00	
To temporary loans	250,000 00	
To conscience money, etc., etc	314 80	
To new Court House bonds, issued	308,000 00	
To county and State taxes of 1888 and former years, collected	954,032 49	
To registered and countersigned warrants of 1888, unpaid	102 00	
		$1,902,838 08

CR.

EXPENDITURES.

By interest paid on compromise, riot and Court House bonds	$198,134 65	
By salaries of county officers, clerks and employes	234,474 01	
By writing county duplicates, register lists, etc	11,326 53	
By salaries of assessors of property and registers of voters	40,851 97	
By salaries of election officers, rent and repairs to polling places	21,681 42	
By fees of Magistrates and officers for commitments	6,177 13	
By fees of Coroner and Magistrates holding inquests, burials, jurors' fees, etc	18,282 60	
By new dockets, rebinding dockets, printing blanks and stationery for county offices	50,820 38	
By repairs, furniture, etc., "Old County Buildings"	8,128 49	
By maintenance of prisoners, county jail	12,378 22	
By fitting boilers for natural gas, Court House and jail, and for gas furnished	1,517 36	
By officers', Magistrates' and witness' fees, jurors' pay, Court of Quarter Sessions, etc	92,879 57	
By jurors' pay and drawing jurors, C. C. P. No. 1	19,462 12	
By jurors' pay and drawing jurors, C. C. P. No. 2	16,181 25	
By salaries of crier and tipstaves and expenses of Supreme Court, Western district of Pennsylvania	1,566 26	
By Auditor's fees, for auditing State tax account and for tax on loans paid to the State	3,454 82	
By transfer and annual appropriation to sinking fund	49,550 65	
By building and repairing county bridges	68,309 95	
By road damages paid and Viewers' fees	5,178 66	
By maintenance of inmates at Pennsylvania Reform School at Morganza, and commitment fees	23,077 08	
By maintenance of inmates, Western Penitentiary	15,288 30	
By maintenance of inmates, Western Pennsylvania Hospital for the Insane	7,942 91	
By salaries of librarian and janitrix, books purchased, repairs, etc., Law Library	4,075 05	
By Magistrates and officers' fees in discharged criminal cases	21,661 97	
By salary and expenses of Gas Inspector	3,718 37	
By sundry contingent expenses, including temporary loan of $250,000	258,401 12	
By payments on account of new Court House	564,260 72	
By burial of indigent soldiers