# HOW CARS ARE BUILT.

## Interesting Facts About the Construction of Coaches and Engines

## PICKED UP AT FT. WAYNE SHOPS.

### What the Hospital Department of a Great Railroad is Like and

### SOMETHING OF THE WORK IT DOES

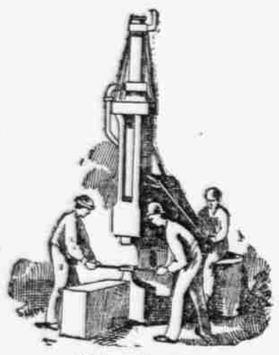
[WRITTEN FOR THE DISPATCH.]

THE hospital department, otherwise known as the repair shops, of a great railroad, is a place full of interesting sights. There, perhaps, better than anywhere else one can obtain an adequate idea of the immense expenditure of time, labor and money; the innumerable mechanical appliances required in railroad work and the thousands of details, all of them important, which are necessary to keep the rolling stock in a serviceable condition.

A few days ago, armed with a pass from Superintendent A. B. Starr, of the Pittsburg, Fort Wayne and Chicago Railway, which was an open sesame to scores of doors on which the words "Positively No Admittance" were stenciled in bold capitals, accompanied by Mr. William Lowe, of the Master Mechanic's office, who acted as guide and interpreter, I made a tour of the extensive railroad shops in Allegheny. Several hours were pleasantly spent, and it is scarcely necessary to add that I come away more than ever impressed with the magnitude of one branch of the railroad business.

At the Allegheny shops, which are the principal shops of the Fort Wayne road, are made all repairs required in the rolling stock on the eastern division; locomotives, freight and passenger cars are also built and equipped for use here. The buildings alone cover several acres of ground and the yard tracks and lumber yards several more, the whole forming one mammoth industrial establishment, which gives employment to about 800 men. It is equipped with vast quantities of machinery, ranging from the simplest to the most complex, by far the greater portion of which is very costly.

The wear and tear of railroad material is something enormous. Provided it escapes

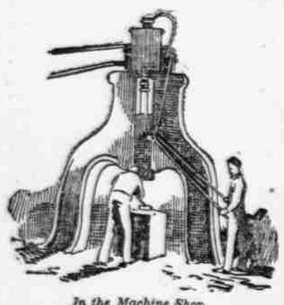


*Blacksmithing Work.*

being smashed or burned in a wreck a freight car lasts on an average perhaps ten years, a passenger car 16 years and a locomotive 16 to 18. Each must be repaired frequently—the locomotive oftenest of all. To estimate the length of time that a car or an engine could be run without returning to the shop for repairs would be impossible, as it frequently happens that new material breaks sooner than that which is old and accustomed to hard usage. A locomotive usually has many of its parts replaced, some of them several times, so that by the time it is condemned as useless comparatively little of the original machine remains. The importance of keeping both locomotives and cars in thorough repair must be apparent even to a person not versed in the technicalities of the railroad business; but the knowledge that such quantities of material and such a large force of workmen should be required for this very necessary work, even on such a road as the Fort Wayne, was a surprising revelation to me, as perhaps it will be to many readers of THE DISPATCH.

In making the rounds of the shops we first visited the lumber yards, where immense quantities of lumber, chiefly oak and yellow pine, are stored ready for use. As 15,000 feet of lumber are used up daily it will readily be seen that great quantities must be kept in stock. The oak used comes principally from Pennsylvania forests, and the yellow pine from the South and West. The former is used for many purposes, and the better grades of it especially for finishing the interior of passenger coaches. It is bought sawed in the form known as "quartered oak," which, when worked, makes a most beautiful wood for ornamental work. The lumber all comes to the yards in the rough, and is cut, shaped, planed and made ready for use in the planing mill, which stands near the yard. All wood used in the construction of passenger coaches must be thoroughly seasoned, and to do this work there is a dryhouse, provided with a complete system of heating apparatus and fans, which render it possible to dry large quantities of lumber perfectly in a very short time.

The planing mill is an extensive one, and contains a great many machines of various kinds to perform the many different operations required to bring the sticks of timber into shape for use. The lower floor contains the machinery for the heavy work, and upstairs is a department devoted principally to

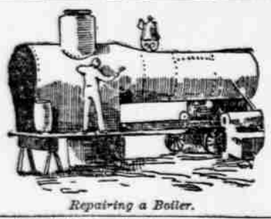


*In the Machine Shop.*

the preparation of the finer woodwork for passenger coaches. Each piece of timber, as it leaves the mill, is finished, bored and cut in shape so that it will fit perfectly in the place for which it is designated. The processes are too numerous to describe in detail as each of the pieces requires a different operation.

Adjoining the planing mill on the ground floor is the car-building shop, where passenger coaches, baggage cars and gondolas can be seen in all stages of building, from the car just begun to that just finished. Here also are great piles of timber from the mill all ready for the builders' use. The building is all done by "piece work," and a gondola car is built from its foundation, all complete, except the trucks, at $15 for labor. Additional to this is the painting, lettering, etc. Building passenger coaches is work which requires much greater skill and entails a larger expense. The workmen are also paid by the piece. Four different trades are combined in carbuilding—carpentry, blacksmithing, tinsmithing and fitting. It costs $440 to frame a car and complete the body of it. This being done, the platforms are still to be added, the top to be roofed, the interior furnished, and so on until the coach is sent out upon the track resplendent with paint, varnish, gilt letters, in complete order for railroading. The entire cost for labor and material of the coaches built at the Allegheny shops is $4,900 each.

But we have not yet visited the unstairs department of the planing mill. Let us enter the noisy place again and ascend the stairs. Here the panels for the interior of passenger cars are planed, and the blinds, seats and window frames constructed. Several expert wood carvers are at work in one part of the room, carving rosettes and ornaments in oak for ornamental purposes. A small figure, perhaps four inches square, is carved



*Repairing a Boiler.*

at a cost of $1 75. Another workman gets $10 for carving a narrow piece of wood to go above the door of a car. Some exquisite work is done in this line, and enough of it is required to keep several carvers at work all the time.

An adjoining room contains the upholstering department, where the car seats are put together. I hadn't the remotest idea of what constituted the interior of a car seat until I saw the material being arranged. There is a wooden frame, on which are tacked strips of burlap; spiral springs are placed beneath; then comes the cushion; the whole is covered with muslin and the muslin with plush. The cushions, for seats and backs, are stuffed with hair. A very ingenious machine, by the way, is used for the purpose of picking and cleaning the hair. The material is run quickly through and comes out ready for use.

A visit to the paint shop next. Nothing here is of particular interest save the process by which old paint is removed from cars that are to be coated anew. A workman melts it off with a burning gas jet, which he holds against the woodword until the paint and oil begins to run. This done the surface is scraped clean, and is then ready for new paint.

The shops contain room for 26 to 28 passenger cars, which may be undergoing repairs at one time. As for freight cars, the repairs on which are made out of doors, hundreds of them receive the attention of the workmen each week. The transfer table, by means of which the passenger cars are taken from the yard tracks into the car shop is a very ingenious arrangement for transferring a car from the track on which it comes in to another at right angles, running into the building. It consists of a movable track running on rails which have a space between them exual to the length of the car. By running the car on the table and then running the table down this track, the car can readily be placed in any part of the building desired.

Next we go to the blacksmithing department of the car shops. Here, as in the case with the wood in the planing mill, all the iron used in building cars is cut, forged and worked into shape for immediate use. Hundreds of pieces of different shape and sizes are rapidly wrought. The place is full of glowing forges, powerful machines—and noise. The same is true of the engine blacksmithing shop, only there the machines are more numerous and intricate, and a higher degree of skill is required on the part of the workman.

Then there is the boiler shop, a place where din reigns so constantly that the voice of a man shouting in your ear is scarcely audible, and next the machine shop proper, where locomotives are built and repaired. When an engine comes in for repairs it is "stripped"—that is, taken apart and each part thoroughly cleaned be-

*Taking Off a Tire.*

fore the repairing is begun. The pieces are lettered and numbered so that it will be known to what engine and to what place each belongs.

The work of removing the tire of a locomotive's driving wheel, the subject of an accompanying illustration, is interesting and peculiar. The tire when new is 3 inches thick; when worn down to 1¼ inches it must be replaced by a new one. To get it off it is surrounded by a natural gas pipe in which holes are cut at frequent intervals; the gas is turned on and ignited, and in about 30 minutes the heat expands the tire until it drops off. The method of putting on a new tire is similar; it is expanded until it slips into place upon the wheel. All parts of locomotives and cars, save only the castings used, are fashioned entirely in the Allegheny shops. E. W. BARTLETT.

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**Half Fare to Washington.**

For the benefit of all who desire to visit Washington at the time of the inauguration of President-elect Harrison, the B. & O. R. R. Co. will sell excursion tickets to Washington and Baltimore at rate of one fare for the round trip from all points on its lines. The tickets will be on sale Feb. 25 to Monday, March 4 inclusive, and will be valid for return passage until March 7 inclusive. Please note that excursion tickets via B. & O. will be good to Baltimore as well as to Washington, stop-over privileges being granted at the latter point in either or both directions, within the time limit of the ticket. They will also be accepted for passage on all trains, including the "Vestibuled Limited Express," without extra fare. Excursion tickets from Washington to Baltimore, at rate of $1 20 for the round trip, will be on sale at all B. & O. ticket offices in Washington, Feb. 26 to March 4, good until March 7.

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**The Finest Train in the World!**

Via Union and Central Pacific roads. Sixty-four hours from Council Bluffs or Omaha to San Francisco. A Pullman vestibuled train; steam heat, electric light, bath rooms, barber shop, library and dining car—a palace hotel on wheels is THE GOLDEN GATE SPECIAL, every Wednesday. su

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**If You Want to Buy Diamonds, Watches, Jewelry, Etc.,**

You can save 20 to 25 per cent; all goods warranted. Will remove from 13 Fifth ave. to 420 Smithfield st. April 1.

JAS. MCKEE, Jeweler.

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**Grand Holiday Matinee at Harris'**

When every child, big and little, will be presented with a large box of fine French candy.

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AMERICAN challis in handsome designs from 6¼c to 20c per yd.

MWFSu HUGUS & HACKE.

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Go to either of Pearson's galleries, 96 Fifth avenue, or 43 Federal street, Allegheny. You are sure of success.

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CHOICE patterns in English percales suitable for boys' waists just opened.

MWFSu HUGUS & HACKE.

# ONE TRUST DOOMED.

## Prof. Shaler Tells Why the Copper Combine Cannot Long Survive.

## ORIGIN OF THE GREAT LAKES.

### A Great Area of Land That Can be Redeemed From Sterility.

### A SERIES OF SIGNIFICANT SURVEYS

[WRITTEN FOR THE DISPATCH.]

ALL persons who give any thought to the economic conditions of society are much interested in the novel industrial devices known as trusts. Although all these curious devices are instructive subjects for study, there is one which particularly commends itself to those interested in such matters, for the reason that it promises to afford a test better than any other as to the effect of such organizations on the economic future of civilized people. This may be designated as the Copper Trust. In 1887 the extensive development of the copper mines in the Lake Superior district, in the Rocky Mountains and elsewhere had lowered the price of copper to about 11 cents per pound, or about one-half the average value of the metal in the preceding decade. Although this low price vastly stimulated the consumption of copper, few of the mines were operated to any profit and ruin was before the most of them. It was clear that the low price must soon lead to the stoppage of the production and that a rise in the value of the metal was a commercial necessity. Some French capitalists, with the characteristic commercial imagination of that people, were the first to make a good account of this condition of the copper market. They bought up a large part of the 40,000 tons of copper then in the markets, and they quickly secured the control of the product from most of the leading mines in the world, and placed the price of the metal at about 15 cents a pound. At present this association, commonly known as the Societe des Metaux, controls between 80 and 90 per cent of the copper produced, and they are able to maintain the price at such a figure that almost all the mines in the world are reaping a great harvest of profit. For a time it seemed possible that the strength of this organization might endure for many years; but it is evident to those who take account of the statistical condition of the market that the control of this syndicate cannot endure for any considerable term of years.

ONE TRUST DOOMED.

Its failure is foredoomed by the following circumstances: In the first place, the price of copper leads to the search for new mines; each month some new source of supply is opened which adds to the total store of copper in the world. At the same time the increase of the price deters manufacturers from the use of the substance in many arts or leads them to be more economical in making avail of copper as a resource. Under the influence of this stimulus, the copper production of the United States has doubled in the course of six years. The supply of copper is accumulating in the markets and it promises in the course of a few years to exceed the carrying power of the great Societe des Metaux.

In other words, it seems likely that the copper trust will present us in a quick way with an illustration of the fate which is mostly likely to overtake all trusts whatsoever, which endeavor to control the production and sale of standard articles of human need. In order to effect the control of the world's markets, they must build a dam across the rivers of trade; for a time they may be able to control the tide and sell the particular article at their own prices, but the earth is fertile and men are ingenious, so, in the course of time varying with the different articles, the dam will be overwhelmed in such a manner as to prove destructive to those who have trusted overmuch.

Although we may hope something from legislation in the control of these foretellers of the world's products, it seems to most students of economics that we may more safely put our trust in the operation of natural law. It has always gone ill with those who seek to block the wheels of commerce; the students of society perceive that the greatest advances have not come from legal control, but from the operation of those natural laws, of which the statutes are only the temporary modes of expression. What we need most at the present time is a startling example as to the fate of trusts. It seems likely that we shall owe something of this teaching to the Societe des Metaux within the term of five years.

ORIGIN OF THE GREAT LAKES.

Mr. A. T. Drummond, a Canadian geologist, has recently published an interesting paper on the origin of the great lakes of North America. It has been the opinion of most geologists that these lakes were formed by glacial action, a view which seemed to find corroboration in the fact that a very large amount of debris apparently worn from the basins occupied by these sheets of water lies on the country to the south of their borders in positions where it could only have been brought by ice action. Mr. Drummond holds that glaciers had not much effect in eroding the lake basins proper, or in shaping their present outline. He furthermore holds to the conclusions that Lake Superior is the most ancient basin of this chain, and that it was formed in the Cambrian and Huronian times, i. e., in the earlier stages of the earth's history. He regards it in part due to a downfolding of the rocks, as in the trough of a mountain valley, but that much of the detail of its shape was due to long continued volcanic action, which has clearly occurred about its borders.

Michigan, Huron and Ontario he considers to have been low areas on the path of an ancient river, which existed before the glacial period, the basin-like character of the country having been given by the relatively recent warpings in the surface of the country. Erie and St. Clair he regards as the last formed of the lakes, these basins also being due to warpings in the rocks about them, which created barriers across the original outlets of the valleys.

There is no question that Mr. Drummond's explanation of the lakes shows that the circumstances of their formation were more complicated than is commonly supposed by geologists. It does not appear, however, that he has given quite sufficient weight to glacial action or to the processes of solution by which the waters of such great lakes extend their shore lines. A large part of the rocks about these basins other than Lake Superior are of a limy nature, and in parts more or less charged with saline materials, all of which readily pass into solution and go away to the sea. This dissolving process is of more importance in fresh water basins than in the seas. The sea water is already so far charged with mineral matter held in solution that it cannot readily dissolve the rocks with which it comes in contact. Where, however, fresh water basins have their shores in contact with rocks containing a considerable quantity of lime they readily and rapidly extend their margins by this process of decay.

FACTS ABOUT HAY FEVER.

Dr. Morell McKenzie, in a recent treatise on hay fever, notes certain important peculiarities in the distribution of this singular complaint with reference to the races of Europeans, as well as to the grades of society among those peoples. It appears from the facts he sets forth that the complaint is rare on the continent of Europe, rather frequent in England, and very prevalent in North America. He states, however, that about 99 per cent of those who suffer from it belong to what we may term the upper classes of society, the agricultural and other laborers being rarely afflicted with the disease. Men are more liable to it than women, in the proportion of three to one. Dr. McKenzie, like most of the other recent writers on the subject, holds to the doctrine that the disease is induced by particles of pollen or other bits of vegetable matter which irritate the air passages. This makes the distribution of the disease still more singular, as such irritants are, of course, as common in continental Europe as in England and probably as common as in the United States. Those in immediate contact with the fields should apparently suffer more from the malady than those who by their habits of life are less exposed to the influence of the country.

The occurrence of this peculiar malady in the upper classes seems to point to the conclusion that the conditions of life common to such people are calculated to breed a peculiar habit of body. More than any other fact this appears to show that our civilization is separating the diverse classes of men from each other, not only in qualities of mental culture, but in physical characteristics as well.

TO REDEEM STERILE LANDS.

The first session of the present federal Congress appropriated the sum of $100,000 to begin a series of surveys with reference to the irrigation of the arid land in the district of the Rocky mountains. In the second session of the same Congress, the amount provided for in the appropriation bill to continue this work is $250,000. These appropriations mark the beginning of the largest combat with the physical difficulties which beset the agriculture of this continent which has ever been entered upon. Our continent appears very large on a map of the world and in our patriotic imaginations. The fact is, however, that nearly one-half of its surface is made unfit for agriculture, save in isolated patches, by the evils attendant on a scanty or irregular supply of water, and about one-fifth of the area is desert by extreme cold. The rapid advance of our population in the fertile districts of the Mississippi Valley gave the nation for a time a sense of unbounded domain. Already our people begin to feel the limits of the lands, which by their natural conditions are suited to tillage. Before the next 11 years of the century are over there will be no virgin fields of good land awaiting the settler. All the area where the soil is fit for tillage by its natural conditions will have been taken up, and the newcomers born in America or emigrants from other countries will have to betake themselves to lands obtained from private holders rather than from a generous Government.

A FOOD BASIS FOR 30,000,000.

A number of years ago Major J. W. Powell, now director of the United States Geological Survey, with admirable foresight, called the attention of the Federal authorities to the importance of arranging our public land laws in such a manner that it would hereafter be possible to provide a system of irrigation in that part of the continent between the one hundredth meridian and the Pacific coast, in which irrigation alone can afford the basis of agriculture. His treatise on the arid lands of the far West showed clearly that the area to be measured by the hundreds of thousands of square miles could be redeemed from sterility by a proper system for storing the rain water in the highlands and distributing it over the fields in the manner long practiced in India and other countries of the Old World. Good as this advice was, it has only received due attention with the past two years. Although much has been lost by the delay, it is already time to secure the essential advantages proposed by this scheme.

The preliminary computations made by Major Powell indicate approximately that there may be won to agriculture in the arid region of the West by this method of improving the conditions of the lands an area of somewhere near 300,000 square miles. When so adapted to the uses of man, this area will probably have a food-producing power at least six times as great as that now afforded by the tilled lands in the State of Illinois. It is not too much to say that this system will, in the centuries to come, win from what is now desert land the food basis for a population which may amount to more than 30,000,000 of souls.

N. S. SHALER.

# TO RECOVER OVER $30,000.

### Anna F. Marshall Asks the Court to Restore Funds Said to be Hypothecated—Court Rules to Show Why Not.

Petitions in the Orphans' Court have been filed by Anna Frances Marshall relative to her father's estate, of which T. M. Marshall, M. W. Watson, Matilda Watson and James Marshall, Jr., were trustees.

James Marshall, Jr., was removed from his trust in 1887 by the Orphans' Court, where it was shown he had assigned some of the assets of the estate as collateral for his own notes. The other trustees were ignorant of this until the firm of James Marshall & Co. failed in 1883, and since then it is claimed that they have refused to enter suit to recover the property disposed of by Marshall, consisting of 688¾ shares of Allegheny Gas Co. stock at $25 per share; 75 of the Farmers' Deposit at $100 per share; 20 shares of the Second National of Allegheny at $100 per share, all of which are held by the last named bank; also 50 shares of stock of the Farmers' Deposit at $100 per share, held by the receiver of the American Bank.

The suit is to recover from the banks, as it is claimed they knew at the time these shares were not Marshall's, but belonged to the estate. Citations were awarded on the Second National and the receiver of the American Bank to show why the petition should not be granted. March 2 was fixed for the hearing.

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**Monday's Trial Lists.**

Common Pleas Nos. 1 and 2—Argument list.

Criminal Court—Commonwealth vs John K. Scott, John M. Haiges, D. C. Tracey, Fred Young, E. W. Jackson, Henry Schmidt, Hyman Grundinsky, Calvin Stevens, J. E. Gatchell, Emma Crinier, Milton Hays, Hugh O'Donnell, Andrew Harrison (3), John Graff, Andrew Quigley et al, Kehill Amerine, Charles Finger, Ernest Fisher, John Kleppner, Charles Ford et al, John Brady.

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**On Behalf of Dimmey.**

Marshall H. Reno was yesterday appointed commissioner to take testimony on the motion for a new trial for Joseph Dimmey, who was convicted of murder in the first degree for killing Officer Miller. Misconduct on the part of a juror is one of the allegations. The charges were so numerous that the Court couldn't take time to hear them.

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**The Grave Charges Quashed.**

Judge Collier filed an opinion in the motion to quash the indictment against Superintendent A. B. Starr. He quashed the first count alleging involuntary manslaughter, and the fourth because it alleged two offenses. This leaves Mr. Starr indicted for misdemeanor and negligence, for which he will have to be tried.

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**Pleased the Little One.**

Judge Slagle listened to the arguments in the case of a little sister of Dora Hern against P. and Anna O'Hern, said to have been spirited away. The charges were not proven, and the child was mightily pleased on being handed over to the O'Herns.

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**Lines From Legal Quarters.**

DANIEL M. RISHER yesterday filed his claim against the Grand Lake Coal Company for $2,608 67.

THE amount distributed in admiralty arising from the sale of the steamboat Ben Wood was $5,246.

ESTHER MARKS wants her husband, Harris Marks, committed to Dixmont as being violently insane. A hearing was fixed for February 20.

THE charter of the Iroquois Rifle Club, of Pittsburg, was filed yesterday in the Recorder's office. The directors are Julius Zollier, John P. Conrad, L. G. Grane, Fred Lauer and A. G. Deiseroth, of the South Side.

TWENTY-FIVE suits were entered yesterday by various Eastern firms against H. C. McKnight & Bros, the Wood street stationers, who made an assignment a short time ago. The amounts claimed aggregate $7,982 77.

JAMES REES and James Rees & Sons filed libels against the steamers J. S. Mercer and J. A. Blackmore, aggregating $673 72. They were the property of the Grand Lake Coal Company, seized by the Sheriff on executions obtained by Isaac Van Vornis.

J. J. MILLER, Esq., of the Allegheny County Bar, was admitted to practice in the United States courts yesterday, on motion of T. B. Alcorn. Mr. Miller immediately filed a libel in admiralty against the steamboat John C. Fisher, on behalf of J. A. Neel & Co.



# PITTSBURG HAS A CANDIDATE.

### George J. Luckey a Favorite Among Those Mentioned for the National Commissionership of Education—Other News About the Schools.

Pittsburg, it has just been announced, has a strong candidate for the position of Commissioner of Education in the person of George J. Luckey, the well-known Superintendent of the Pittsburg schools. At the earnest solicitation of his many friends, he has consented to be a candidate to succeed Commissioner Dawson.

In this State Mr. Luckey has all the backing he wants, Governor Beaver and all officials, educational and otherwise, being with him with all their hearts, while besides, he has the recommendations of Ex-President Hayes, John Sherman, and others from other States. The *Educational News*, of Philadelphia, has come out urging his ability to fill the position, which his friends believe he can so acceptably fill, and his chances look very rosy; so much so that all interested parties admit that the fight between the 20 or 25 candidates has narrowed down to a contest between Mr. Luckey and Mr. Sickner, editor of the *New England Journal*.

The arguments in Mr. Luckey's favor are that the Commissioner should be a man who has had full experience in the conducting of public schools, a man of ability and a man fully acquainted with all the requirements and workings of the public school system of the United States. The schools of Pennsylvania have so long been looked upon as a model that the people of the Keystone State believe that it is entitled to some recognition, which would be granted in the appointment of Mr. Luckey.

Mr. Luckey, when interviewed yesterday, said that since several educational papers had advocated his appointment, and at the solicitation of numerous friends, he had agreed to say that he would likely be a candidate. His friends say that his success as Superintendent here and his reputation in this and adjoining States, as well as over the whole country, will be a big factor in determining who shall be at the head of the National Board of Education.

The Division Institute held yesterday morning at the Grant school for the teachers of step eight, was a successful sequence to the brilliant meeting held Friday night. The class drill was in charge of Miss Mary T. Lindsay, of the Grant school. Music, arithmetic, reading, language, and newspaper reading, were conducted in such a thorough and practical manner that the visitors showered the warmest encomiums on the admirable work done. Superintendent Luckey spoke of the value of newspapers as the greatest medium for enlarging a pupil's vocabulary, because of the great number of new words not to be found in any supplementary reading, and advised the teachers all to try the change. Prof. Logan also indorsed newspaper reading as the great process for the enlargement of words, as the means for teaching geography, and to be posted in the world's news. The singing of the children, for its sweetness and softness, received much praise. The success of this division institute is unparalleled.

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**Educational Echoes.**

THE public schools will close next Friday, it being Washington's Birthday.

PROF. SLACK will lecture to the Ninth ward night school pupils next Wednesday evening.

PRINCIPAL DURLING, of the Indiana Normal School, was a visitor at the Central Board rooms yesterday.

PROF. FISHER visits Cleveland next Friday to examine the method of teaching language in vogue in its schools.

SUPERINTENDENT LUCKEY yesterday received a copy of Senato. Robbins' bill advocating uniformity of textbooks.

FROM the remarks dropped in educational circles yesterday, women do not appear to be in high favor for school directors.

ROOM 14 of the Soho school captured the Jr. O. U. A. M. flag last week for punctuality, attendance, spelling and arithmetic.

SUPERINTENDENT LUCKEY, Prof. Jackman and Prof. S. A. Andrews will attend the National Teachers' Association which meets the week of the inauguration in Washington, D. C. Mr. Andrews has been granted a full week's absence.

MISS LUCIA B. FULTON has been elected in the Ninth Ward School, Allegheny, to fill the position occupied by Mrs. Carse. It is said that this is a school trouble caused by prolonged leave of absence, and further developments are promised.

MRS. BARCLAY, of the Peebles school, who was married last Thursday, was presented on Tuesday afternoon with a handsome silver cake basket by the pupils of her room. The teachers also presented her with many handsome individual presents.

MISS MAY WIGHTMAN has been elected Assistant Principal in the Wickersham school, Twenty-fourth ward, in place of Miss Pooley, who resigned on account of ill health. Miss Wightman has previously taught in the Peebles and Lawrence schools.

THE Teachers' Academy will meet next Saturday at the Grant school, when an effort will be made to change the constitution of this body. The following change shall be submitted: That there be a new method of admitting members, and all members who attend irregularly shall be dropped from the roster.

THE examination for permanent certificates will terminate two Saturdays hence. The following list comprises the names of the applicants: Miss Rebecca Torrence, Lilian F. Hoag, Grace B. McMasters, Clara E. Riddle, Grant school; Kate B Bauersmith, Hiland; Bertha M. Werner, Morse; Mary A. Rosser, Anna M. Dickson, Soho; Kate A. Barry, Hancock; Mary A. Stein, Mary E. Holman, Bloomfield; S. A. Snowden, Annie P. Bostwick, Homewood; Sara C. Nelson, Colfax; Lou G. Taylor, Agnes D. Thompson, Luckey; Sadie P. Dunn, Bloomfield; Elizabeth McCabe, Normal High School; Mayme L. Taylor, Birmingham.


GRAND OPERA HOUSE "THE WIFE." "THE WIFE."

E. D. WILT.....Lessee and Manager.

This week — The Lyceum Theater Success. The famous Society Comedy in four acts by David Belasco and H. C. DeMille, authors, Lord Chumley, etc. Under the direction of MR. DANIEL FROHMAN, Manager Lyceum Theater, New York.

Monday the 469 consecutive performance, "The Wife" 19 times

GREAT CAST.
Mr. Carlyle, Mr. Kent, Mr. Herman, Mr. Barrows, Mr. Flood, Mr. Dickson, Mr. Gregory,
Mrs. Berla... Gibbs, Miss Stankops, Miss Thornton, Miss Hawkins, Miss Logan, Miss Dunton.

ACT I.—Mrs. Ives' Villa, Newport, July—The Amateur Theatricals—The Old Affair—The Lover.
ACT II.—Reception Room Senator Dexter's, Washington, February—Mrs. Dexter's Ball—The Quarrel—"The Husband."
ACT III.—Library in Rutherford's House, Washington, Same Evening—The Investigation—The Confession—"The Marriage Tie."
(Midnight View of the Capitol.)
ACT IV.—Same Scene, April—The Eclipse—The Mission to St. Petersburg—"THE WIFE."

"The Wife" 19 times. Produced with all the scenery and accessories from the original models of Mr. W. H. Day, art director, Lyceum Theater, New York.

Week, Feb. 25—MARGARET MATHER. fe16-6

Harry Williams' Academy,

MONDAY EVENING, FEBRUARY 18.

Matinees: Tuesday, Thursday & Saturday.

AUSTIN'S AUSTRALIAN NOVELTY COMPANY WITH MLL'E AIMEE, THE HUMAN FLY.

The Austin Sisters, Rose and Aimee, The Garnella Bros., Miss Minnie Lee, Weber and Fields, Fred W. Mills, Chas. E. Schilling, Winnie Nicholson, W. D. Auent, Albert Ward, J. H. Cullin.

February 25.—Gus Hill's World of Novelties. fe17-12

CASINO MUSEUM.

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WEEK COMMENCING MONDAY, FEBRUARY 18.
Rudolph Aronson's New York Casino Comic Opera Co.,
Presenting on Monday, Tuesday, Wednesday and Wednesday Matinee,
"NADJY,"
COMIC OPERA IN THREE ACTS.
Music by Francois Chassaigne, Composer of "Falka." Libretto by Alfred Murray.
CAST OF CHARACTERS:
Etelka, ward of the Emperor of Austria....Pauline Hall
Angelia, wife of Faragas....Jennie Weatherby
Faragas, professor of etiquette and dancing....Francis Wilson
The Margrave of Bobrumkorff....Charles Plunkett
Count de Rosen, nephew of the Margrave....Harry MacDonough
Rakoczy, a Hungarian patriot....George Olmi
Count Esterhazy, an Australian nobleman....Anna O'Keefe
Konrad, an Australian officer....Kate Uart
Irma....Georgie Denin
Peterman....B. F. Joslyn
The Mayor....A. W. Maflin
Ladislas, page to the Margrave....Fred Hall
Hilderbrand....J. A. Furey
The Alderman....Richard Hammelberg
Mimosa, Orezza, Gulietta, Carnetta, Julie, Katrina — Roseries — Minnie Bert, Anna Yale, Blanche Howard, Ida Aubery, Lulu Miller, Jennie Prince
Nadjy, Premiere Danseuse of Grand Opera House, Vienna....Marie Jansen
Thursday, Friday, Saturday and Saturday Matinee, the Famous Casino Success,
"ERMINIE."
Scale of Prices—Reserved Seats, $1 50, $1 00, 75c and 50c.
February 25—MURRAY AND MURPHY. fe17-70

THE DAY WE CELEBRATE.

Our friends will take particular notice that on Friday next, February 22, the anniversary of
WASHINGTON'S BIRTHDAY,
Our stores will be closed. We have always been of the opinion that this day above all days of the year should be celebrated in a manner becoming American citizens. Hence will close our stores, for that day, so that people intending to make purchases the latter part of the week will either do so on Thursday or put the same off until Saturday.

OUR 20 PER CENT REDUCTION SALE
Has had the good effect of placing some very valuable orders with us for future delivery. The goods of course are stored and held by us without extra cost.

OUR CARPET REMNANTS will be offered this week at prices that will be a regular picnic to buyers. We must have the room they occupy. So you can depend on it that no reasonable offer for the remnants will be refused.

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OUR PARLOR SUITS are away above the average of goods generally shown in this city. They are our own make of goods and we are just proud enough of them to keep up the good credit they have established. Call and see our line of Parlor Suits if you contemplate buying. You will save money. There is nothing that pertains to the proper furnishing of a house but we keep in stock.

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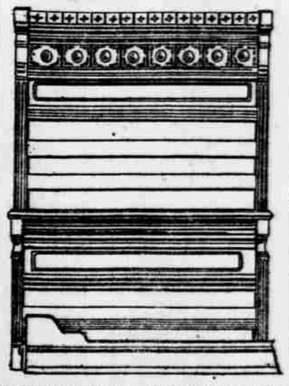

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Grand 36-Hour Female Walking Match for Championship Allegheny County.
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NATIONAL SWEDISH LADIES' CONCERT at Old City Hall, Tuesday, February 19. Eight Beautiful Young Ladies from the Royal Opera of Stockholm, Sweden. Reserved seats 75 and 50 cents, at