EVERY DAY SCIENCE.

The Value of the Best Periodicals and Papers to the Mechanic.

IMPROVED RAILWAY APPLIANCES.

Adaptability of Electric Cars in Cities, and Their Superiority.

SCIENTIFIC AND INDUSTRIAL NOTES

[PREPARED FOR THE DISPATCH.]

Readers of THE DISPATCH who desire information on subjects relating to industrial development and progress in mechanical, civil and electrical engineering and the sciences can have their queries answered through this column.

The value to the mechanic of good periodicals and papers pertaining to the business in which he is engaged, is often underrated by him, and he is apt to consider that he is none the worse for a lack of knowledge about the experience, opinions and work of others. This is a most serious mistake on his part, and one which in the end will be suicidal to his best interests. One great reason why so much progress has been made in recent years lies in the fact that the ease with which men can give the results of their labors and experience to their cotemporaries or leave them to posterity has resulted in a much greater diffusion of knowledge. It matters not whether he be a fireman, engineer, machinist, foreman, master mechanic or superintendent of motive power, or whether his natural abilities be great or small, if he wishes to advance with the rest of the world he must know what is doing, and this knowledge must be derived from the pages of papers devoted to mechanical affairs.

Jasper.

Within two years the jasper industry has been developed, and there are now four quarries, employing nearly 1,000 men, in operation about Sioux Falls. The market extends from Chicago to Kansas City. Sioux Falls' streets are paved with jasper, and her four-story buildings are constructed of it. The stone is susceptible of a high degree of polish, and when finished looks much like the red granite of Missouri. The pioneer in the jasper industry discovered not long ago that the dust of the jasper, which is half as hard as diamonds, would polish the famous petrified wood of Arizona, and make of it table tops and ornaments more beautiful than agate or onyx. The petrified wood is now brought from Arizona to Sioux Falls by the carload, and polished in a variety of forms. To the jasper industry, the city has added the manufacture of chalcedony. There is a scientific mystery about this so-called jasper. Practically it is all right. Its utility has been established, but geologically there is no little uncertainty about it. Those who know the most are the least positive in discussing its character. Some of the scientific men who have looked at it call it red quartzite. Prof. Winchell says it is the hardest stone in the United States that has been used for building purposes. The grain is very close. The only element to which it succumbs is fire. It will stand a good degree, but crumbles like sandstone or limestone under too intense heat.

New System of Storing Grain.

A New York inventor proposes to revolutionize the present system for the storage of grain and food products. If his plan is found to be feasible, and it is claimed to be so, the elevator now in use will be permanently done away with, and each farmer and producer will be supplied with a substitute, in which he will be able to store his grain for years at small cost and without risk. The cost of working will average from 4 to 5 cents for each bushel of their capacity, against 40 to 50 cents now expended on wooden elevators. The system involves the use of steel tanks, which will be filled with grain by a simple and novel process. When one of the tanks is filled a percentage of the air is exhausted, and a quantity of carbonic acid gas admitted. The valves are then closed and the grain is in a condition to keep uninjured for years. There is no decay where there is no air, and this principle is the keystone of the new system. Food can be preserved, it is said, by this process. Work is soon to be commenced on machine shops in Chicago for the manufacture of these tanks, and thereby a new industry will be established in that city.

Wood-Bending as an Industry.

There are comparatively few persons outside the carriage and boat building interest that know to what an extent the wood-bending business is carried, and the management that is necessary in carrying on a well arranged wood-bending establishment. Few know that the fine carriages they ride in are very largely made of bent wood. The fellows of their wheels are bent and made in two parts. The framework of coaches and heavy carriages is nearly all made of bent stock. They are not only better, but more cheaply made. The frames of most of our pleasure boats are bent, and so are many of the frames of some of our finest sailing yachts. Furniture of many kinds has bent frames. The objects of bending are, saving of time and stock, stability and strength of work, and beauty of form. It is a business that needs to be well understood, however, to make a success of it. Simple as the work seems to be, yet it is full of little details which must be strictly attended to, else the result is a miserable failure.

Improvement in Brake Gear.

A petition, signed by nearly 10,000 brakemen for the adoption of automatic brakes and couplers for freight trains, was sent to Washington last week. The urgency of this petition is accentuated by the heavy list of fatalities of the last few years. Too much cannot be said in condemnation of the dilapidated condition of the brake gear on many freight cars. It is especially important that cars equipped with airbrakes should have the beams, shoes, levers, etc., in good condition, but it is not uncommon to see the reverse of this. Even on passenger cars, the beams are often hung with carelessness, and consequently the liability to accident increased. It is reassuring to know that an electric brake has recently been introduced which promises to effect a material improvement in these matters. Its action is automatic, and it is said to insure the highest safety and efficiency, and to combine absolute smoothness with instantaneousness of action.

Disappearance of Minor Industries.

Two of the minor industries of the printing trade seem to have entirely disappeared. In every large town there was formerly a workman who made a business of supplying compositors with steel rules. Old saw blades were preferred for this use, and the rules were cut as the printer desired, with one or two ears, or, for make-up purposes. On the side was engraved the name. Most of these were admirable, better than could be obtained from type founders, and it is a pity that the industry is lost. The other lost art is that of printing with flocks, or woolen rags, cut up to the very finest, and applied on a gummy or sized surface. The form was made ready and the printing done substantially as it would be for bronzing, and the comminuted woolen rags applied. It gave a very soft velvety surface, but its slowness and the necessity of competition with lithographic colored work finally drove it out of the market.

Improvements in Bookbinding.

Mr. Gladstone points out that the greatest change in regard to books which has lately been wrought is in the bindings. It is a veritable revolution. Bookbinding was a trade. It is now an art, and one of the finest arts. One can almost tell the date of a modern book by its binding. A few years ago most of the books were badly bound. Now nobody will look at a volume in an ugly cover. The publishers vie with one another in producing works pleasant to the eye, easy to handle and nice to touch. The colors must be good. Instead of the garish cover, which was regarded as beautiful a few years ago because it was startling, we have cloth bindings of the sweetest hues, and, if any gilt ornament be placed on the front, it must be designed by an artist. So far as the outside of books goes, this is our golden age. Everything that makes a book handsome is cheap now. The old economy will return, it is to be feared, when prices rise again.

Improvement in Railway Appliances.

In 1853 the Boston and Providence Railroad ran a flat car with a water tank ahead of its passenger trains, with which to sprinkle its track for the comfort of its patrons; this ran for three or four years. Somewhat later the Housatonic road put up canvas across from one end of the car to that of the next one throughout the entire length of its train to keep out the dust. As a contrast to this, a practical test was made last week of a new ventilator, which, it is claimed, will ventilate cars without letting in dust and cinders. Fans under the car are operated by the motion of the latter, and drive air through a box containing water, which filters and cools it, into a central tube along the roof and thence through smaller bell-mouthed tubes into the car. Whenever the car moves a constant current of air is secured, even when doors, windows and all other apertures are closed.

American and English Skill.

There is an amicable rivalry between English and American engineers. The skill which they exhibit is the same, but its application differs in the two countries. Where American engineers have been compelled to build for the day or the morrow, English engineers have been able to build for the next generation and the century. But the extempore skill of the American engineer has, in turn, modified the massive conceptions of their English brethren, and English structures, such as the Forth bridge, are largely influenced by American ideas and experience. The cantilever principle is borrowed from the United States, and is the product of American conditions of work and American fertility of invention and audacity of construction. Thus the genius and skill of each country supplements that of the other. The English borrow from America and the Americans borrow from the English, and both are better for the exchange.

Heating of Trains.

In looking into the subject of heating railway trains by steam and investigating the records made by the different steam heating companies, it transpires that one of the principal causes of the comparative failures of several systems in their preliminary stages was the imperfect education of the trainmen in the management of steam heating equipment. While, perhaps, none of the present steam heating systems are so perfect that no improvement will be made in them, it is also true that the thing most necessary to secure efficiency is a full knowledge on the part of employes of the details of their proper management.

Adaptability of Electric Cars in Cities.

In addition to cleanliness, another point in favor of electrical railways is the excellent time that can be made with them, especially in the suburbs. At a recent meeting of the West End Railway Company, of Boston, its President stated that the average speed of the cars in the city was 12 miles an hour, and that when all of the horse cars were removed from the road it was expected to be able to run at a speed of 15 miles an hour. When it is remembered that the average speed of elevated roads is only a little over ten miles an hour, the advantage of electrical roads in the matter of time will be appreciated.

Stone Poster Type.

Stone poster type is again talked of. A mixture of silica and other substances is made which is at first very soft. This is pressed in molds, and the letter is then dried by the action of the air.

SECRET SOCIETY.

C. M. B. A.

—A charter was granted last week for Branch No. 68, in Austin, Potter county.

—A meeting will be held to-day (Sunday) at Natrona to start a branch.

—A meeting was held last Sunday at Noblestown. Several names were signed to an application for a charter.

—Friday evening Branch No. 66 of the Catholic Mutual Benefit Association was instituted at St. John's School Hall, Thirty-second street, by Grand Deputy J. W. Sullivan, assisted by District Deputy F. J. Brady and Chancellor J. A. Burns. The following is the list of officers for the new branch: Spiritual Advisor, Rev. C. V. Neeson; President, James J. Gannon; First Vice President, Owen McCusker; Second Vice President, J. B. Boyle; Recording Secretary, J. E. Larkins; Assistant Recording Secretary, E. P. Laughrey; Financial Secretary, Joseph H. Smith; Treasurer, Rev. E. P. Griffen; Marshal, Edward Jackson; Guard, Daniel Corcoran; Trustees, Rev. C. V. Neeson, John C. Hillgrove, Owen McCusker, Anthony Brislin, W. J. C. Floyd.

To-morrow evening Branch No. 67 will be instituted in St. Andrew's Hall, Beaver avenue, Allegheny.

Heptasophs.

—The Heps were largely represented at the Jr. O. U. A. M. banquet at the Monongahela House.

—The Allegheny County Degree Corps will make its first visit for the season to East End Conclave on Wednesday evening, the 18th.

—The resident supreme officers and many of the members will visit J. K. Moorehead Conclave to-morrow evening. A special programme has been prepared, and several surprises are in store.

—Mifflin Conclave was organized at Duquesne on Thursday evening, with a large charter list, by S. L. Goldman, Supreme Inspector. The Supreme Archon and a large delegation from McKeesport and Demmler Conclaves were present and assisted.

—Charles E. Cornelius District Supreme Representative, district No. 2, and J. A. Langfitt, of the Supreme Committee on Laws and Appeals, paid an official visit to Kittanning Conclave on Thursday evening. The conclave held a very successful meeting, when a number of matters were considered to the welfare of the conclave; after closing, the conclave entertained the visitors handsomely.

A. O. K. of M. C.

—Star of Liberty Castle No. 102, A. O. K. of M. C., held their fifth annual picnic at Rock Point on Thursday, September 12. Between 500 and 600 persons participated. The Committee of Arrangements consisted of A. J. Thompson, T. J. May, A. H. Edwards, D. L. Hite, H. H. Ulrich, Thomas Skipp, G. C. Patterson, R. Gumbert, L. G. Kiehl and Wm. Stroud. All present appeared to enjoy themselves. The dancing platform was presided over by Mr. A. H. Neadhammer and his able assistants.

LATE NEWS IN BRIEF.

—Fire at Chicago yesterday morning destroyed two three-story buildings and the Second Baptist Church and damaged the Haven public school building. The aggregate loss is about $35,000.

—Judge Prendergast, of the Chicago Court, yesterday ordered that complaints be made out for the arrest of James Ruxton, one of the candidates for alderman in the Twenty-eighth ward in the recent election. The election judges produced before the judge a ballot with another folded inside and it was shown that, according to the poll books, Ruxton had voted this double ballot himself. The vote in this ward was a tie.

—Millard Jones, a druggist of Clayton, Ind., fatally stabbed the Rev. Mr. Smith, of the Baptist church. Smith had been abusing the druggists of the town from his pulpit and he and Jones met in the postoffice. A quarrel ensued and Smith attacked Jones with a large cane, whereupon Jones used his pocket knife upon Smith, making several cuts in the abdomen. Smith cannot survive. Jones was arrested, but the magistrate dismissed him upon the ground that his acts were justifiable.

—During the week past there were shipped from the Lake Superior mines 227,154 tons of ore, of which amount 40,486 tons went from Marquette; 94,882 from Escanaba; 64,497 from Ashland; 23,456 from Two Harbors, 1,704 from St. Ignace, and 2,129 from Gladstone. The total for the season is 4,860,896. The volume of shipments shows no diminution, and, but for the scarcity of vessels, on account of which shippers make some complaint, even a larger quantity would be sent to market weekly, the mines being anxious to ship all they can.

—At Chicago a horrible and probably doubly fatal accident occured yesterday on the Illinois Central road at the foot of Eldridge Court. Maria Sarai, an Italian woman of perhaps 30 years of age, while picking up coal along the track was struck by an incoming train and hurled 20 feet from the railing. She was rendered unconscious by the collision. Several railroad men hastening to the scene were horrified to discover that the unfortunate woman had become a mother prematurely from the shock. The dead child and dying mother were taken to the home of the latter by the patrol wagon.

—The steamship Molga, 20 days out from San Domingo, got to New York yesterday after having experienced a perilous voyage. She met the hurricane on the 7th inst. in the Gulf stream. A gale blew from the northeast, and the decks of the vessels were washed fore and aft. In the height of the storm 12 miles east of Barnegat, the officers of the Molga sighted a large vessel on her beams ends. The vessel looked like a large iron bark, and was in considerably damaged condition. The fore and mizzen mast were intact, but her mainmast was broken off short. The name could not be ascertained. There was no appearance of life on board. The huge waves dashed high over the derelict's decks, and the captain of the Molga expected any minute to see the bark turned over by the force of the wind.

VISITORS to the Exposition are invited to inspect my immense stock of diamonds, watches, jewelry, silverware, clocks, bronzes, etc. The largest stock and lowest prices in the city. No trouble to show goods.
M. G. COHEN,
535 Smithfield st.

CLAN and novelty plaids, large assortment new goods for fall now opened.
HUGUS & HACKE.

CABINET photos, $1 per doz. Lies' Popular Gallery, 10 and 12 Sixth st. TTSU

GEO. H. BENNETT & BRO., 135 First avenue, Pittsburg, are the largest holders of pure rye whisky in the city.

A GENUINE BONANZA.

How Four Persons Made Big Money by Investing in Real Estate.

FARM LANDS NOT DEPRECIATING.

Business Well on Its Feet, but Danger Signals Seen in the Distance.

A PLAN FOR A REAL ESTATE EXCHANGE

Two years ago four persons—two preachers, a school m'am and a clerk—deposited $10,000 with Black & Baird for investment in real estate at their own discretion, their only instruction being "Do the best you can for us." The investment was made in unimproved land in the East End. Yesterday the account was closed, and the investors received checks aggregating $18,422. They were ignorant of the amount of their gains until they learned it from their checks, and it is needless to say they were agreeably surprised.

They propose to try their luck again in the same way. "There is plenty of good property still on the market," said Mr. Gloninger, who managed the deal, "and I think I can do as well by these people as I did before. The only difference is that it takes a little more money to make a deal now than it did two years ago."

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The following communication is self-explanatory. It suggests a way by which real estate dealers can enjoy exchange facilities without entering into a separate organization and going to the expense of putting up a costly building.

PITTSBURG, September 14.

To the Financial Editor of the Dispatch:

I have been wondering for some time what has become of the project for a Real Estate Exchange, about which a great deal was said a few months ago. Is it dead, or only sleeping? I hope the idea has not been abandoned, for it is just what is needed to thoroughly organize the business and put it firmly on its feet. It would stop throat-cutting on the part of agents, and be of great value to owners by enabling them to market their properties with a small outlay of money, time and trouble.

An idea occurred to me a few days ago, which, if carried out, would accomplish this desirable end at a comparatively small expense. Why not pool issues with the Pittsburg Petroleum, Stock and Metal Exchange? This would obviate the necessity of putting up a costly building. Real estate, stocks and oil could be traded in on the same floor, or a room could be set apart for realty, as is done with grain. Regular hours for buying and selling could be arranged, without interfering with other interests. The Exchange needs strengthening, and from what I have learned from a few members with whom I have talked, consolidation with the real estate business would be welcomed with open arms.

Another thing: From the condition of the oil market, it is not improbable that it will soon cease to exist. Real estate would fill the gap nicely, and the Exchange gain more than it lost. The location of the building could not be bettered, being in the immediate vicinity of all the prominent dealers in realty. Memberships are cheap, and it is not likely, in view of the great benefit this acquisition would be to the Exchange, that the holders of them would run up the price. I would like to hear from prominent representatives of the three interests involved upon this important subject.

A BUSINESS MAN.

* * *

The statement originating in the East that farm lands in Washington county, or anywhere else in Western Pennsylvania, are decreasing in value for any cause, finds no credence with people familiar with this description of property. A gentleman who, perhaps, handles more farms than any other man in the city, said yesterday: "The statement that the farming interest is playing out is all bosh. It is in a more prosperous condition now than it has been for years. This is shown in the large demand for farms, as well as in the higher values at which they are held. Farm lands are at least 25 per cent higher than they were two or three years ago, and I look for them to make another jump.

"Farm buildings are being improved or new ones erected, fences are being repaired or made, and the ground is better cultivated than ever before. Does all this indicate that farmers are disgusted with the business? On the contrary, they are thoroughly satisfied. They are living like lords and making money. The story of their poverty and dissatisfaction may do for the marines, but it won't go down with people who are acquainted with the facts."

* * *

The following amendments of the by-laws of the Pittsburg Petroleum, Stock and Metal Exchange, governing dealings in New York securities, recently authorized, will be acted on next Tuesday afternoon, September 17:

Article 1, Settling Day—Section 1. All stocks on the New York quotation board, sold "regular," shall be deliverable on the last Wednesday of each month, but all stocks sold regular on Tuesdays, Mondays and Saturdays next preceding such settling day shall be deliverable on the settling day of the following month. Stocks sold on a settling day shall be deliverable on the settling day of the following month.

How Cleared—Section 2. All transactions shall be cleared daily under the same rules and Clearing House regulations which apply to clearing petroleum. All other transactions shall be ex-Clearing House, but any stock or bond may be delivered through the Clearing House, both parties agreeing.

Article 2, Deliveries.—Section 1. When contracts for stock in lots less than 100 shares mature during the closing of the books, the seller or party who has to make the delivery need not deliver until the next cash settling day after the books open, but if he should elect to deliver then, the party to receive the stock must accept tender of the same. This rule shall not affect 100 share lots, which shall in all cases be delivered at maturity.

Section 2. All stocks deliverable to members shall be in ten share lots, unless otherwise specified, except on contracts maturing on settling day, when the seller or loaner shall have the right to deliver stocks in such lots as his Clearing House order shall call for.

Section 3. Written notice must be given by the purchaser or borrower to the seller or loaner, on all or any stock contracts for which he shall require certificates of stock in settlement, on the Saturday next preceding the cash settling day: such notice for said stock contracts to be in writing, by or before 10:30 A. M., on such Saturday.

Section 4. All deliveries and payments shall be made at the closing prices.

Section 5. Notice slips shall be given to the Clearing House manager in all cases where members have failed to borrow or loan the necessary stocks to even their sheets, stating in said notice the stocks, and their respective number of shares.

Clearing House Charges.—Section 1. The clearing charges shall be made on the basis of ten shares of stock, being equivalent to 1,000 barrels of oil.

Article 3, Holidays.—Section 1. Contracts falling due on Sundays or such ex-Clearing House holidays as are observed by the banks, shall be settled on the preceding day.

Section 2. When two holidays occur consecutively, contracts, ex-Clearing House, falling due on the first of such holidays shall be settled upon the business day immediately preceding such holiday, and those maturing upon the second holiday shall be settled upon the business day next following the same.

Section 3. Should a holiday occur upon Wednesday, a settling day, then the next business day following such holiday shall be the cash settling day for that month.

Article 4. Defaults—Section 1. Should a member, not financially embarrassed, be unable to make his deliveries of certificates of stock on settling day, then the member who is to receive the same shall have the option of extending the time of delivery in the usual way as loans, or, after giving written notice, shall close the deals out by selling the required stocks to the presiding officer for account of the delinquent at a price 25 cents per share in excess of the current price of the time the presiding officer shall make such purchases. A member thus delinquent shall not be held to have failed.

Section 2. A failure for Clearing House purposes from financial embarrassment shall be remedied under the rules and regulations governing failures in clearing petroleum contracts as provided for in the by-laws of the Pittsburg Petroleum, Stock and Metal Exchange.

Article 5, Section 1—All other by-laws and rules now in force relating to stocks which conflict with the above by-laws relating to New York stocks are hereby repealed and annulled so far as New York stocks are concerned, but all other by-laws and rules relating to stocks now in force and which do not conflict with the above by-laws shall be and remain in full force.

* * *

When a railroad engineer sees a danger signal or an obstruction on the track, he promptly whistles "down brakes." Timely warning frequently arrests a catastrophe, or mitigates its effects. He would be a poor sailor who would plunge his ship into a storm with all sails set, and dancing in the cabin.

Crises in business spring from rashness. The men who bring them about, or are mainly responsible for them, in most cases act on their impulses instead of their judgment. In their eagerness to accumulate wealth, they take desperate chances. Danger signals may be flying all around them, but they are unheeded. They rush on regardless of consequences, trusting to luck for success. They may come out all right, but the chances are that they will come to grief.

While the business of the country is moving along smoothly, steadily gaining in volume, and day by day affording fresh evidence of staying qualities, it needs watching. There is danger ahead. It may not be visible to the uninitiated, but veterans in finance, who have branved many a storm, discern the elements of trouble, which, unless promptly counteracted, may lead to disaster. Chief among these disturbing causes is a possible monetary stringency resulting from over-speculation in fancy stocks of no intrinsic value and which are manipulated by cliques to subserve their own ends, regardless of who may be the sufferers in the event of disaster. In such cases the insiders take care to save themselves, leaving the outsiders to bear the loss. It is gratifying to note, however, that the question of tight or easy money is not left entirely in the hands of the wild speculators. Secretary Windom's policy in the purchase of bonds is to do everything for legitimate business, but very little for Wall Street. This curb may keep the speculative element within bounds.

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While there is no immediate cause for alarm, there is reason for caution. Trade of all kinds exhibits more bullish than bearish features, affording opportunities for expansion beyond legitimate demands. With a conservative policy the country is assured of a long period of activity, whereas rashness in investments, large over-production and undue inflation of prices would either precipitate a panic or lay the foundation for one. It is gratifying to note that the cool-headed business men of the country are calling attention to these possible dangers, and are advising the public to go slow—to cast an anchor to windward, as it were—so as to be able to reef sail at a moments warning.

* * *

Looked at from a local standpoint, business is working smoothly, with a fair volume of transactions and prices firmly held. There has been a slight stiffening in the rates for money, but there is no scarcity. Speculative commodities are slow, but there is an active demand for staples. The Clearing House reports continue to show gains over the corresponding period of last year.

By adhering to the conservative policy which has raised her to a high standing in the business world, Pittsburg will avoid the shoals and pitfalls which endanger the prosperity of other communities and continue her high career, finding new markets for her products, and steadily augmenting her population and wealth.

LIGHT TRADING.

Local Stocks Dull But Generally Steady Throughout the Week.

Captain Barbour returned from Gettysburg yesterday and conducted the stock call. He was whitewashed. There was a big array of figures on the board, in which bank and insurance stocks figured conspicuously, but that was all. Buyers and sellers were not on trading terms—the latter looking through the big end and the former the little end of the glass.

There were a few minor changes in quotations, about evenly divided between advances and declines, but not pronounced enough to establish precedents. Prices which can be put up or down by sales of ten share lots, afford no indication of values. The market was dull but generally steady throughout the week, closing at about the best prices. Bids and offers were:

BANK STOCKS.

	Bid.	Asked.
Arsenal	65	....
Allegheny National Bank	62	....
Bank of Pittsburg	75	....
Commercial National Bank	....	98
Diamond National Bank	100	....
Duquesne National Bank	155	....
Exchange National Bank	81½	....
Farmers' Deposit National Bank	400	....
First National Bank, Pittsburg	170	....
Fourth National Bank	131	....
Fifth Avenue	43¾	44
Freehold	94	....
Iron City National Bank	90	....
Iron and Glass Dollar Savings	131	....
Keystone Bank of Pittsburg	63	....
Masonic Bank	60	....
Merchants & Manufacturers' Na. Bank	62	63¼
Metropolitan National Bank	94	....
Monongahela National Bank	110	....
Odd Fellows' Savings Bank	62½	....
Pittsburg Nat. Bank of Commerce	230	....
People's National Bank	151	....
Safe Deposit Company	190	....
Tradesmen's National Bank	160	....
German National, Allegheny	150	....
Real Estate Loan and Trust Co.	80	....
Second National Bank, Allegheny	185	....
Third National, Allegheny	135	....
Workingman's Savings	72	....

INSURANCE STOCKS.

	Bid.	Asked.
Allegheny Insurance Co.	51	....
Allemannia	43	....
Citizens	36¾	38½
German American	51	....
Humboldt	....	50
Man. & Mer.	48	....
Tentonia	50	....
Union	49	....
Western Insurance Co.	50	....

GAS STOCKS.

	Bid.	Asked.
Allegheny Gas Co. (Illum.)	38	....
Consolidated Gas Co. (Illum.)	38	....
East End Gas Co. (Illum.)	55	....
Pittsburg Gas Co. (Illum.)	62	....
Southside Gas Co. (Illum.)	....	23

NATURAL GAS STOCKS.

	Bid.	Asked.
Allegheny Heating Co.	....	116
Central	....	45
Chartiers Valley Gas Co.	....	50½
Manufacturers' Gas Co.	....	29
Natural Gas Co. of W. Va.	78	....
Ohio Valley	....	31¼
People's Natural Gas Co.	....	45
People's Nat. Gas and Pipeage Co.	17½	18
Pennsylvania Gas Co.	15	16
Philadelphia Gas Co.	37	37¼
Pine Run	....	93½
Union	54	60
Wheeling Gas Co.	30	30½

OIL COMPANY STOCKS.

	Bid.	Asked.
Forest Oil Co.	105	....

PASSENGER RAILWAY STOCKS.

	Bid.	Asked.
Central Traction	31	31¼
Citizens' Traction	49	....
Pittsburg Traction	45¼	48
Pleasant Valley	19	19¾
Pittsburg, Allegheny and Manchester	....	23½

RAILROAD STOCKS.

	Bid.	Asked.
Chartiers Railway	42	....
Pitts., Youngstown & Ashtabula R. R.	....	31½
Do, preferred	57	....
Pitts. & Connellsville	15	25
Pitts. Junc. R. R. Co.	....	30
Pitts. & Western R. R. Co.	12½	12¾
Do, preferred	18½	....

BRIDGE STOCKS.

	Bid.	Asked.
Monongahela Bridge	20	....
Pittsburg & Birmingham Bridge	72	....
Point Bridge	3½	....
Do, preferred	19	....
Union	14¼	....

ELECTRIC LIGHT STOCKS.

	Bid.	Asked.
Allegheny County Electric	....	57
Westinghouse Electric	51¾	52½

MISCELLANEOUS STOCKS.

	Bid.	Asked.
La Noria Mining Co.	1¾	1½
Lister Mining Co.	....	10
Silverton Mining Co.	1	....
Yankee Girl Mining Co.	4	....
Granite Roofing Co.	....	40
Monongahela Water Co.	....	35
New Castle Water Co.	25	....
Union Switch and Signal Co.	23¾	....
Do. preferred	....	50½
Westinghouse Air Brake Co.	115½	....

The total sales of stocks at New York yesterday were 75,506 shares, including Atchison, 2,775; Delaware, Lackawanna and Western, 1,600; Erie, 2,000; Louisville and Nashville, 9,500; Missouri Pacific, 2,200; Northwestern, 2,115; Northern Pacific, 2,105; Northern Pacific preferred, 5,260; Reading, 9,100; St. Paul, 9,100; Union Pacific, 3,100.

Boston Stocks.

A. & T. Land Gr't 7s.	107½	Rutland preferred.	45
Atch. & Top. R. R.	26¾	Wis. Central, com.	29½
Boston & Albany	229	Allouez Mr Co.	⅛
Boston & Maine	200	Calumet & Hecla	214
C., B. & Q.	108¾	Franklin	8⅝
Chic., San. & Cleve.	24	Pewabic	2
Eastern R. R.	100	Quincy	49
Flint & Pere M. pfd.	92	Bell Telephone	206
Mexican Cen. com.	16	Boston Land	6¼
Mex. C. 1st m. bds.	67¾	Water Power	6
N. Y. & New Eng.	51¼	Tamarack	102½
Old Colony	178½	San Diego	26½

INCREASING THE EXCESS.

Clearing House Figures Continue to Show Gains Over Last Year.

The money market was fairly active yesterday, the demand for small loans being good, and checking and depositing liberal. There was no change in rates, which were steady at 6@7, as the extremes. The scarcity of currency was still felt, but not so much as earlier in the week. The gains for the week over the same time last year, as shown by the Clearing House report, were $750,000. The record for the day, week and year is appended:

Exchanges	$ 1,636,427 84
Balances	304,367 68
Exchanges for the week	11,260,130 99
Balances for the week	1,894,450 85
Exchanges week of 1888	10,642,867 69
Balances week of 1888	2,141,319 58
Exchanges previous week	11,236,310 00
Balances previous week	1,736,624 62
Total exchanges, 1889	445,882,257 55
Total exchanges, 1888	403,614,901 26
Gain, 1889 over 1888	42,268,356 29

Money on call at New York yesterday was easy at 3 per cent. Prime mercantile paper, 5@7. Sterling exchange quiet but steady at $4 84½ for 60-day bills and $4 88¼ for demand.

The weekly statement of the New York banks, issued yesterday, shows the following changes: Reserve, decrease, $2,992,600; loans, increase, $2,870,900; specie, decrease, $2,141,500; legal tenders, decrease, $917,000; deposits, decrease, $361,600; circulation, increase, $11,200. The banks now hold $5,134,775 in excess of the 25 per cent rule.

Closing Bond Quotations.

U. S. 4s, reg.	127	M. K. & T. Gen. 5s	67½
U. S. 4s, coup.	128	Mutual Union 6s	102
U. S. 4½s, reg.	109¾	N. J. C. Int. Cert.	113¾
U. S. 4½s, coup.	109¾	Northern Pac. 1st	114⅝
Pacific 6s of '95	118	Northern Pac. 2ds	114
Louisiana Stamped 4s	90½	Northw'n consols	146
Missouri 6s	100¾	Northw'n deben's	116
Tenn. new set. 6s	106	Oregon & Trans. 6s	106¼
Tenn. new set. 5s	101	St. L. & I. M. Gen. 5s	89¾
Tenn. new set. 3s	74¾	St. L. & S. F. Gen. M.	119
Canada So. 2ds	97½	St. Paul consols	126
Cen. Pacific 1sts	116	St. P., Chi. & Pc. 1sts	119
Den. & R. G., 1sts	122	Tex., Pc. L. G. Tr Rs.	91¼
Den. & R. G. 4s	70½	Tex., Pc. H. G. Tr. Rcts	88¾
D. & R. G. West, 1sts	109	Union Pac. 1sts	114
Erie, 2ds	104½	West Shore	106½

Government and State bonds were firm and dull.

NEW YORK—Bank clearings, $127,426,100; balances, $5,374,959. For the week—Clearings, $701,255,721; balances, $40,544,373.

BOSTON—Bank clearings, $12,851,629; balances, $1,597,131. For the week—Clearings, $79,707,918; balances, $9,630,272. For the corresponding week last year—Clearings, $81,825,314; balances, $10,646,039.

BALTIMORE—Bank clearings, $1,696,081; balances, $238,047.

PHILADELPHIA—Bank clearings, $9,944,654; balances, $1,297,866. For the week—Clearings, $65,752,790; balances, $9,714,216.

LONDON—The amount of bullion withdrawn from the Bank of England on balance to-day is £50,000.

PARIS—Three per cent rentes, 86f 47½c for the account.

CHICAGO—Money unchanged. Bank clearings, $11,603,000.

ST. LOUIS—Bank clearings, $2,870,936; balances, $464,718. For this week—Clearings, $20,170,711; balances, $3,295,904. For last week—Clearings, $19,139,756; balances, $3,629,541. For same week last year—Clearings, $20,003,218; balances, $3,147,539.

STRONG BUT DULL.

Oil Passes the Dollar Line With Very Little Trading.

The oil market was strong and dull yesterday. It opened at 99¾, and on light buying in New York and Bradford advanced to 100⅝. Local selling at this figure caused a break to the opening quotation, from which another little buying spurt caused a rally to 100⅝, which was the closing price.

There was considerable noise at times, but there was very little in the way of business to show for it. In fact, more attention was given to the ticker board than to oil. Friday's clearings were 626,000 barrels. There was no field or other news of importance.

Features of the Market.

Corrected daily by John M. Oakley & Co., 45 Sixth street, members of the Pittsburg Petroleum Exchange.

Opened	99¾	Lowest	99¾
Highest	100⅝	Closed	100⅝

	Barrels.
Average runs	48,413
Average shipments	80,366
Average charters	43,293

Refined, New York, 7.20c.
Refined, London, 5¾d.
Refined, Antwerp, 17f.
Refined, Liverpool, 6¾d.
A. B. McGrew & Co. quote: Puts, 99⅝c; calls, $1 01¼@1 01⅜.

Other Oil Markets.

OIL CITY, September 14.—National transit certificates opened at 99⅞c; highest, $1 00⅝; lowest, 99⅝c; closed, $1 00¼. Sales, 197,000 barrels; clearances, 268,000 barrels; charters, 86,825 barrels; shipments, 77,227 barrels; runs, 83,031 barrels.

BRADFORD, September 14.—National transit certificates opened at 99⅞c; closed at $1 00⅛; highest, $1 00⅝; lowest, 99⅝c. Clearances, 788,000 barrels.

TITUSVILLE, September 14.—National transit certificates opened at 99⅞c; highest, $1 00⅝; lowest, 99⅝c; closed at $1 00¼.

NEW YORK, September 14.—Petroleum opened firm at 99⅝c, and, although there was some pressure to sell, the price moved up slowly, closing firm at $1. Sales, 202,000 barrels.

MOVEMENTS IN REALTY.

Completion of a $40,000 Deal on Herr's Island—Other Sales.

W. W. McNeil & Bro., 105 Fourth avenue, completed the sale of the sawmill property, with four acres of land, on Herr's Island, Allegheny, for Robert Woodside et al., to John H. Wilson, for $40,000.

Reed B. Coyle & Co., 131 Fourth avenue, sold for the Freehold Bank to Charles M. Corbit 19 lots in the R. M. Kennedy plan, at Homewood station, Pennsylvania Railroad, at a price approximating $8,000.

Ewing & Byers, No. 93 Federal street, sold for H. P. Slatterbeck, of the East End, to W. C. Morrison the property No. 242 Lacock street, Fourth ward, Allegheny, being a two-story brick house of seven rooms and hall, with lot 18x44 to a small alley, for $3,350.

Black & Baird, 95 Fourth avenue, sold to John Guntz, Jr., three lots on the east side of Boquet street, Oakland, near Sylvan avenue, 20x129 feet, for $2,400.

Charles E. Cornelius sold last week 17 lots from his plan at Morningside, as follows: Ten lots, 20x100, to M. Kappe, for $2,000; four lots, 20 x100, to M. M. Wintergreen, for $800; two lots, 20 x100, to David Williams, for $400; one lot, 20x100, to P. Guteman, for $300.

Samuel W. Black & Co., 99 Fourth avenue, sold for the Blair estate five lots on Second avenue, Hazelwood, having a front of 25 feet each, and extending back 165 feet, for $5,000.

L. O. Frazier, corner Forty-fifth and Butler streets, sold for Samuel Meik lot 55x154 feet, situated on the southwest corner of Rebecca and Harriet streets, Twentieth ward, to Mrs. Anna Hammer, for $2,000 cash. The purchaser will commence the erection of a fine residence at once.

W. C. Stewart, 114 Fourth avenue, sold for Levi DeWolf lot 24 in the McComb's Grove plan to Geo. Adams for $1,250. He also placed a mortgage for three years at 5 per cent on Allegheny City business property.

A GOOD WEEK.

Local