NEW INCLINE PLANE.

The Immense Project of the Mt. Oliver Company.

PLANS FULLY DEVELOPED.

The Structure to Cost Three Hundred Thousand Dollars.

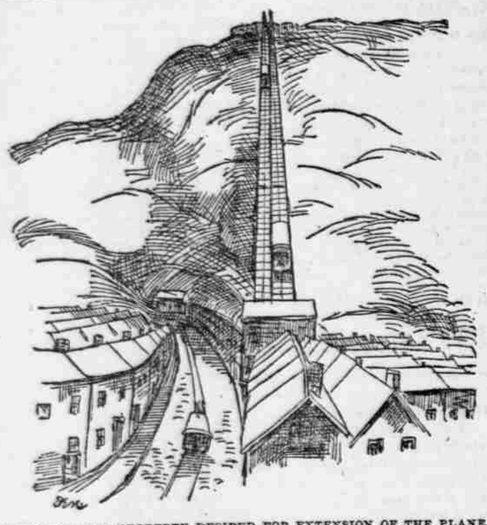
FIGHTING FOR THE RIGHT OF WAY.

A Connection for the Proposed Birmingham Traction Road.

WAITING FOR THE COURT'S DECISION

The Pittsburg and Mt. Oliver Incline Company has about completed arrangements to take possession of $100,000 worth of property on the Southside, and erect a new plane from the top of Mt. Oliver to Carson street, costing $300,000. The route for the plane was surveyed in the latter part of November, 1888, the charter having been previously secured. On February 5, 1889, the line which runs from the summit of Mt. Oliver 20 feet west of the top of the present plane was adopted.

As soon as the equity suit now pending between the Mt. Oliver and the Pittsburg Company is settled, it is the intention of the Mt. Oliver Company to proceed with their line, and all possible efforts will be made to have it completed within the next year. The plans and specifications have all been prepared, and bids are being received for the



SECTION OF THE PROPERTY DESIRED FOR EXTENSION OF THE PLANE.

erection of the new plane. The plane will cost $300,000. It will run from the top of Mt. Oliver almost parallel with the present plane to Frederick street, thence by way of elevated tracks across Bradford and Sarah streets to Carson street, the lower terminus being midway between South Eleventh and Twelfth streets.

THREE BLOCKS OF PROPERTY.

The line cuts through the center of three blocks and the property crossed is valued at fully $100,000. The principal properties over which the plane will pass are those of the Blesky heirs and Henry Neiss, on Sarah street; Jacob Pfeil and George Fushold, on Bradford street; the Pfeil heirs, George Smith and Nolte heirs, Frederick street, and George Schaeter, on Carson street.

An effort will be made to buy the property necessary to cross. An elegant depot will be erected on Carson street, on the George Schaefer property. The building will cost $20,000 and will be used as a station, offices for the company and possibly a business block.

C. J. Schultz, president of the company, left for the East last night on business connected with the new enterprise. All of the latest and most improved appliances will be adopted in the construction of the new plane. The safety of the patrons will be taken into due consideration, and the best safety brakes and catches will be secured. President Schultz said last evening:

"So far as our company is concerned we would be satisfied with our present plane, but we have grown tired of seeing our patrons forced to walk three or four squares to reach the incline.

BUILT FOR THE PATRONS.

"It is clearly in behalf of and for the benefit of our thousands of patrons that the present move is made. We have no fear of the Pittsburg Company defeating our plans, as we shall prove, when the proper time comes, that they are trespassing on our grounds and are doing so after receiving a legal notice from us that the route was ours. Our company will take all possible measures to guard against any such accidents as the one which occurred in Cincinnati a few weeks ago. The new plane will be equipped in such a manner as to make such an accident an impossibility. We will not rely on the cables, but will employ safety brakes and catches."

At present no incline in the city has a patronage equal to that of the Mt. Oliver plane. The number of passengers hauled daily averages more than 3,000, while an unusually busy day increases the number to 5,000. On Decoration Day, two years ago, 7,000 passengers were taken up the plane, that being the largest day's business in the history of the incline. President Schultz said last night that the enormous business done by their company is a great temptation to their opponents to fight them.

NO MORE WALKING.

The new incline will be a great convenience to patrons of the new Southside traction road, who live on the hill. The former disadvantage they have been put to in having to walk three squares to reach the plane will be avoided. The company hopes to have operations on the new plane begun this fall. The company, after the charter had been secured, had the present line surveyed about a year ago, stakes driven and all arrangements made, and commenced work on the grading for the new line, when the trouble arose between the Mt. Oliver Company and the Pittsburg Incline Company over the right of way. The Pittsburg company obtained their charter on April 4, 1889, and it was recorded on the twentieth of the same month. On May 6 the Mt. Oliver company notified the Pittsburg company that they had a prior claim to the route, and served a legal notice not to take possession of it. In July the Pittsburg company put men to work, after having purchased considerable property along the line, and a riot was only avoided by the Mt. Oliver withdrawing from the scene upon legal advice. Last week a suit in equity was entered against the Pittsburg company by the Mt. Oliver company on the grounds that the latter had secured their charter, selected the route and commenced operations before their opponents had their charter.

Exploded but Hurt Nobody.

At 4:25 o'clock yesterday afternoon a boiler in McIntosh & Hemphill's foundry, at the foot of Thirteenth street, exploded, and wrecked the boiler and building which contained it. No one was injured by the explosion, and thus far no blame is attached to anyone.

OLIVER GARRISON SUICIDES.

A Brother of the Well-Known Pittsburg Founder Shoots Himself—Despondency Supposed to be the Cause.

Oliver Garrison, of St. Louis, brother of Abraham Garrison, the well-known founder and iron manufacturer of this city, committed suicide yesterday. The account of the affair is told in the following special received last night from St. Louis.

Oliver Garrison, one of the oldest and most prominent of St. Louis citizens, committed suicide late this afternoon, in Forest Park, by shooting himself through the head. For some time past he had been suffering from kidney trouble, and during the past four years has not attempted to attend to any business. Despondency at his incurable ailment, is undoubtedly the cause of his self-destruction. He was born at Garrison Landing, on the Hudson river, New York, June 4, 1811. He came to St. Louis in 1835 and engaged in the steamboat business. He and his brother, D. R. Garrison, built the first steamboat to ply between St. Louis and New Orleans. In 1848 he went West with the great crowds, and met his brother, Commodore Garrison, in San Francisco. They entered into the steamboat building business, and returned in 1854 to St. Louis. He had amassed considerable wealth, and in 1857 he was elected President of the Mechanics' Bank, in which position he served for 22 years. While President of the bank and receiver of the Missouri Pacific road, he was made Vice President of the road and took it out of the hands of the receiver. He remained Vice President until the road was sold to Jay Gould. Mr. Garrison has three brothers living—J. R. Garrison, of Boston; Abraham Garrison, of Pittsburg, and D. R. Garrison, of St. Louis, and a sister, Mrs. Burnett, of Pittsburg. He leaves two sons in this city, D. E. and O. A. Garrison.

A DISPATCH reporter called at the residence of Mr. Abraham Garrison, at No. 218 Ridge avenue, last evening, for the purpose of ascertaining what was known by the family of the occurrence. Mr. Garrison, who is an old gentleman with snow white hair, and who has almost seen four score of years, was found in tears. The news of his brother's death had shocked him, but beyond the fact of the death the family had heard nothing. They could assign no reason for the act beyond the fact that the dead man had been in poor health for the past three years.

Oliver Garrison was a resident of Sharpsburg for two years, where he was engaged in the sawmill business with his brother. They built a large mill there and sold it when the gold fever broke out.

DEMOCRATS IN COUNCIL.

First Regular Campaign Meeting—The Proceedings Secret, but a Rosy Outlook Reported.

The campaign on the Democratic side of the fence commenced in earnest last night at a meeting of representatives of the Democratic clubs of the county, held at 138 Fifth avenue, to consider the best means of holding their own or getting that at present held by somebody else. The meeting was a representative one, and included the Grover Cleveland Club, the Young Men's Democratic Association, the Jackson Club of Allegheny, the East End Young Men's Democratic Club, the West End Democratic Association, the Brownstown Democratic Club, the McClellan Club of the Sixteenth and Seventeenth wards, and several others.

The proceedings were kept as quiet as any political meeting could be, but as at all political meetings the reports presented showed a rosy outlook. Preparations were made for the coming fight by appointing ward workers and vigilance committees.

Among those present at the meeting were J. P. Fleming, D. J. Boyle, D. O. Barr, W. J. Brennen, Hon. John O'Neil, Hon. J. W. Echols, Samuel L. Houston, L. B. Nugent, Frank Hunber, J. C. Robinson, C. W. Watson, Harry Watson, B. F. McKenna, T. J. O'Leary and a number of other prominent Democrats.

HITHER AND THITHER.

Movements of Pittsburgers and Others of Wide Acquaintance.

—William B. Wells, who is one of the active drygoods merchants of Chicago, was at the Seventh Avenue Hotel yesterday. He gave some reasons why Pittsburg people should desire the World's Fair to be located in Chicago. He said that if it were in New York foreign visitors would stop there, while, if it were in Chicago, thousands of people from abroad would stop en route in Pittsburg to see the great iron and steel mills here and the work of natural gas. He argues also that the trade relations between the great Pittsburg houses and Chicago are larger than between Pittsburg and New York.

—Captain Henry S. Wetmore, of Cleveland, has been invited by the Pittsburg Chamber of Commerce to join with the local reception committee in welcoming the Pan-American delegates and the invitation has been accepted. Captain Wetmore, after leaving the command of the Ninth Ohio Battery at the close of the war, was appointed secretary of the legation to Honduras and subsequently Consul to Payta, Peru, both appointments being made under Grant's administration. He resided in Central and South America until 1884 and is thoroughly conversant with Spanish and Portuguese. He was a member of the Cleveland Reception Committee.

—J. E. Hall, representative in this city of the Chicago, Rock Island and Pacific Railroad, and P. A. Lynn, of the Wabash, arrived last night from the West. They say that there is the same difficulty on the Western roads in regard to the shortage of cars as there is in the vicinity of Pittsburg. Railroads are running to their full capacity and have as much business on hand as they can manage.

—Dr. Rauch, of Springfield, Ill., of the Illinois State Board of Health, passed through last night from attending the annual meeting of the Public Health Association at Brooklyn, N. Y. There were 200 members present. The meeting was four days in session. Crosby Gray, of the Department of Public Safety, this city, was present.

—Captain Crosby Gray, Chief Clerk of the Department of Public Safety, returned yesterday morning from the session of the American Public Health Association at Brooklyn. He says the meeting was both interesting and important.

—R. S. Davis, Commercial Agent of the Cotton Belt line at Cincinnati, is in the city. Mr. Davis formerly was connected with the same company in Pittsburg.

—Chief Clerk Joseph Lewis, of Collector Ford's office, returned yesterday morning from a two weeks' vacation spent in hunting. He reports good sport.

—A cablegram from Antwerp announces the safe arrival of Mrs. F. L. Swift and party.

O'Hara Works Still Idle.

No new developments have occurred in the O'Hara strike. The expectation among the blowers is that the firm will give way. The firm says it will not.

COL. ROBERTS' VIEWS.

Opinions of an Engineer Concerning the Canal to Lake Erie.

NO DOUBT OF THE WATER SUPPLY.

Traffic Awaiting the Opening of the New Thoroughfare.

THE IMMENSE INTERESTS INVOLVED

The feasibility of the proposed ship canal from the lakes to Pittsburg having been so confidently asserted at the very first meeting of the commission held in this city a few days ago, a call was made upon Commissioner Roberts by a representative of THE DISPATCH for his views upon the subject. There is no question that if it be reasonably practicable to provide water enough in a canal for the navigation of lake vessels to Pittsburg, the sooner the fact is demonstrated the better. A project looking to this end is of vast importance, not only to Western Pennsylvania, Western Virginia and Eastern Ohio, but as well to the entire lake region between Buffalo, Chicago and Duluth. It is by no means a new project, but owing to the manipulations of the State in times past in legislation, favoring railroads to the detriment of its own once-boasted water routes, it has been suffered to lapse into a state of slumber. Its awakening at this time, when even the railroad magnates are not violently opposing schemes looking to relieving themselves of the incubus of low-classed freight, crowded terminals and car famines, bodes well for the consummation of the project.

ABUNDANT WATER.

In regard to the adequacy of the water supply for the proposed canal, Mr. Roberts stated that he never had entertained the slightest doubt. "I have discovered," he continued, "that many of our business men appear to have forgotten that we once had a canal connecting the Ohio river at Beaver with Lake Erie. It was 136 miles long, and was designed for boats of only 65 tons burden, but, nevertheless, it was doing a profitable business up to the last year of its operation, which was about 1870. A year or two prior to that time an attempt was made to have the State assist in its enlargement to a capacity admitting of 300-ton boats. Mr. W. Milnor Roberts, who in the early forties had been the chief engineer of the canal, was called upon to report on the practicability of the project. His report was thorough and convincing upon the subject of the water supply, which, for 300-ton boats, he found to be ample and cheaply controlled. The only mistake then made was in proposing that the State should assist a private corporation in doing the work. Nevertheless, there was throughout Western Pennsylvania, and particularly in this city, much enthusiasm created in favor of the project even on that basis. Every feature of the project was discussed in the newspapers at that time, and before the Board of Trade, the feeble predecessor of our now vigorous Chamber of Commerce. Nothing but apathy among the Legislators from the eastern end of the State prevented the work of enlargement from becoming an accomplished fact. The old canal proper never having actually come to Pittsburg, many persons, forgetful of this fact, confuse it in their memories with the old canal which came down the Conemaugh and crossed from Allegheny into Pittsburg at Eleventh street. That was the Western division of the Pennsylvania canal."

THE CANAL'S CAPACITY.

"Is 300 tons capacity to be the limit recommended on the canal, as now proposed?"

"O! by no means. In the general talk over the situation at the first meeting, when Governor Beaver was present, the question of the adequacy of the water supply for the summit level was informally discussed at considerable length. The Governor comes from Bellefonte, an old canal boat town, and displayed the liveliest interest in this most vital consideration. Mr. J. M. Godwin, of the commission, is a thoroughly competent hydraulic expert and civil engineer, well known among the fellows of the American Society of Civil Engineers by his writings, particularly on canal improvements. I have known him for several years personally, and can attest to his familiarity with the region, particularly about the summit level of the proposed canal, which he has covered with surveys connected with railroad, furnace and mining enterprises.

"When he came to talk about the water supply, he assigned no limit for the capacity of the canal, except to remark that it was, or could be made, indefinitely large. The capacity can be fixed to suit any conditions which may best subserve the interests of the coal and ore trade."

Mr. Roberts showed, in 1870, how even the natural low water discharge of French creek would provide ample water for a 300-ton boat navigation and leave a considerable surplus, and agreed fully with Mr. Godwin that without going outside of French creek valley the natural flow, augmented by a supply from storage basins, can be made to accommodate boats of 800 or more tons capacity, and of any desired draught.

A GREAT RESERVOIR.

"But this is not all," Colonel Roberts said,—"as Mr. Moody, the civil engineer of Erie, who appeared before us, demonstrated from a chart based upon the State geological surveys,—that we have within reasonable distance for a feeder canal, more than 4,000 square miles of the upper Allegheny river valley sufficiently elevated to discharge its waters into the summit level of the canal at Conneaut lake. This would be enough for De Lesseps' inter-oceanic ship canal.

"It was a great satisfaction to have the question of water supply so well assumed at the start, for the commission will now be able to address itself to the task of elucidating the project, more confident of a good final result, than it could have been with this important factor resting in doubt. The project is to be looked upon as a purely national undertaking, and as to its prospects for business, the traffic statistics and freight rates which the commission will collect bearing on the subject, will, I think, prove that it is worthy of construction by the Government. The entire lake region, including the Canadian borders and the towns and cities contributary to the great ports of the Northwest, particularly Chicago, Milwaukee and Duluth, are as much interested as we are in the proposed canal. By the reports of Colonel O. M. Poe, U. S. A., in charge of the Saint Clair flats canal, connecting lakes Erie and Huron, there is a traffic at that point amounting to about 20,000,000 tons per annum, an amount of business nearly, if not quite, equal to the entire foreign commerce of the country by salt water. Those who think the trade on the great lakes is diminishing are wonderfully mistaken. But of this enormous volume of trade Western Pennsylvania can claim to be interested at present in only about 3,000,000 tons.

IMMENSE TRAFFIC READY.

"It would be quite safe to assume that this 3,000,000 tons could be had for the canal the first year it was opened. I think Messrs. Carnegie and Frick, with their ore, coke and finished product, could almost alone furnish such a traffic. Small as 3,000,000 tons appear to be in comparison with the total of the lake trade, it is yet a much greater tonnage than the advocates of the Hennipen Canal [proposed to connect the Mississippi River at Rock Island with Lake Michigan at Chicago] can with certainty rely upon for a prospective business. Yet the Board of Engineers, U. S. A., and the Secretary of War, have urged Congress to undertake the completion of that work, on which in various ways $6,000,000 has already been spent.

"Very careful and elaborate statistics of the business done on the St. Mary's Falls canal, connecting Lakes Superior and Huron, during the year 1886, when 8,823 vessels passed, carrying 5,581,169 tons of freight, demonstrated that lake rates compared with rail rates as 811 to 183; that is to say, rail transportation costs 4.43 times as much for given distances as is charged on the water. On canals, such as the New York Erie, the rate is about 0.27 of a cent per ton mile, as compared with 0.80 of a cent on level railroad, though instances are on record where the rate has been reduced to 0.40 for grain in large quantities. But no such a railroad can be built between Pittsburg and the lakes to haul with profit any freight at rates much, if anything, below 1 cent per ton per mile. But I am not prepared to discuss figures of this kind. I feel intuitively that the commissioners will be able, before their work is accomplished, to set the merits of the proposed canal before the Legislature in such a way as to insure the co-operation of that body and the Governor's indorsement in bringing it to the attention of the National Government."

IT SEEMS TO BE A GO.

Belgians Propose to Make Plate Glass in the Monongahela Valley.

News comes from New York that the deal spoken of in THE DISPATCH relative to establishing a mammoth plate glass works at McKean station, by Belgians, is assuming definite proportions. A Belgian has returned to New York after making a thorough investigation in this city, and has cabled his views to Belgium, and an answer is expected soon. It is expected to be favorable. The agent was the guest of Colonel James Andrews while here.

The object of the Belgian company was to purchase a controlling interest in some established plate glass works in this city, but they found that they could not buy at what they considered a fair price.

The agent stated that his company had a large American trade, but could no longer make glass in Belgium and ship it here and compete with American manufacture, and must either give up their American custom or come to this country to make the glass. He advises his company to locate as near as possible to a natural gas field and near Pittsburg.

It is supposed the works will be erected on ground owned by the Charlerol Land Company on the Monongahela river. This land was inspected by the agent last week and he thought it would fill the bill.

CHARITY WELL PLACED.

Donations of the Indiana Normal School to the City of Johnstown.

The Board of Trustees of the State Normal School at Indiana, at a meeting held a few days ago, adopted a remarkable resolution. It is one, however, which will be universally applauded. It was decided to give to students from the stricken city of Johnstown free tuition for one year. More than this, it was decided to give the furniture contained in 200 rooms at the school to the Red Cross Society at Johnstown, and to buy new furniture for the school. The trustees say that they appreciate the patronage of Johnstown, from which city they have received more students than from any other town, excepting only the cities of Pittsburg and Allegheny.

A LONG CHASE

Resulting in the Capture of a Supposed Embezzler in Burgettstown.

About two weeks ago an information was made before Magistrate McKenna by the American Tea Company, 340 Fifth avenue, against Morley Thompson, an agent, for embezzlement. The warrant was issued, and the case placed in the hands of Detective Phil Demmel. Demmel first located his man at Columbus, only to find he had left, and next placed him in Newark, whence he went to Zanesville, but yesterday morning the detective caught up with the fugitive at Burgettstown, and landed him in the Central station about noon.

The prisoner is only about 18 years of age, stylishly dressed and carrying a handsome alligator skin grip. The amount is small, being only a few hundred dollars.

CONFERRING WITH BEAVER.

The New Commission is Anxious to Change the Poor Laws.

Robert D. McGunnegle, Secretary of the Allegheny County Light Company, will leave for Harrisburg this morning to attend the meeting of the Poor Board Commission. The latter will permanently organize and hold a conference with the Governor about a new code of laws governing almshouses.

The new rules will supersede the present poor laws in the event of their adoption by the next Legislature. The present laws are behind the age and many of them are obsolete. The commission is composed of seven well-known Pennsylvanians who are interested in this work.

GIVING WAY TO ANOTHER.

This is Said to be the Reason Why Mr. Wightman Wants to Resign.

The resignation of J. S. Wighman, of the Twenty-second ward, from Common Council yesterday was much talked of in the corridors of the City Hall yesterday after the adjournment of his branch, which occurred early. The joke sprung during the session of his license application received its due meed of contempt, as it naturally would in the case of any prosperous business man, while his statement, made through a friend on the floor of Councils, that his business demanded all his attention, gave place to a surmise at first whispered, but afterward loudly expressed, that his resignation was simply intended to make room for the candidacy of another man in the ward.

LAWYERS TOO BUSY.

They Won't Have Time to Attend to the Museum Cases for Two Weeks.

The suits of the Commonwealth against Levitzky and other proprietors of cheap transitory museums which were to have been tried at 4 o'clock yesterday by Alderman McKenna were continued for two weeks. The lawyers on either side are occupied with important cases in the Criminal Court, and were unable to attend to the museum cases yesterday or during any day this week. Both sides regard the suits and the main question which they raise as important, and desire to contest them thoroughly. Bail was renewed for all the defendants.

LIKED HIS MEAT RAW.

John Wood Sampled the Ear of Norman Jacobs and Liked It.

John Wood and Norman Jacobs, both colored, engaged in an animated discussion at the corner of Wood and Water streets yesterday afternoon, in which Wood sampled the ear of Jacobs as an article of food. Officer Thomas Paisley interrupted the lunch and the other proceedings, and after a hard fight took both the biter and the bitten to the Central station.

Fought the Company.

Mr. Fink, who owns the property at the corner of Fourth avenue and Market street, gave the electric light company a lively racket yesterday morning. The company's men dug a hole to plant a pole, and Mr. Fink's men filled it up as fast as it could be dug. This was kept up until the police came on the ground, when the company got the best of the combat.

Simply Perfect.

The Union Pacific Railway, "The Overland Route," has equipped its trains with dining cars of the latest pattern, and on and after August 18 the patrons of its fast trains between Council Bluffs and Denver, and between Council Bluffs and Portland, Ore., will be provided with delicious meals, the best the market affords, perfectly served, at 75 cents each. Pullman's Palace Car Company will have charge of the service on these cars.

THE SUNDAY MAILS.

Ministers Discuss This Perplexing Problem and Start a Branch

OF THE NATIONAL SABBATH UNION

A Society That Objects to Uncle Sam's Work on the Lord's Way.

MR. LARKIN SAYS IT IS IMPOSSIBLE

The Sunday labor question has fast become a national issue. From the efforts of Captain Wishart in Pittsburg to extinguish Sunday trade in milk, tobies and soda water to a general order from the Postmaster General to all first-class postmasters to report on the best means of cutting off the Sunday mail service seems a long stretch, yet such is the case. A telegram from a Washington correspondent of THE DISPATCH says that two months ago a circular was sent out to each of the 30 first-class postmasters of the country asking such a report, and for the last two months meetings have been held by the ministerial associations all over the country to debate the same question, and of course decided that it ough to result in a stoppage of all business on the Sabbath.

MINISTERS CONFER ABOUT IT.

A meeting was held yesterday afternoon in the parlors of the Y. M. C. A. of the Ministerial Association of the county, presided over by Dr. A. K. Norcross, which took the matter under consideration and arranged for a more thorough organization in December.

A number of business men were spoken to on the subject, and their ideas are totally at variance with that of stopping Sunday mail trains. "Supposing," said one, "that a train from the West reaches Cincinnati just in time to be late on reaching Pittsburg before 12 P. M. Saturday, and it has to lay over for 24 hours, it would be a pretty state of affairs if some notes were protested in consequence."

Postmaster J. B. Larkin was spoken to last night on the subject, and reluctantly gave the following opinion:

"I have not thought much about the religious phase of the question and have not read the proceedings of the meeting to-day, but I feel that the tendency of the times is to make Sunday in the postoffice anything but a day of rest. We sell stamps, deliver matter through the windows and receive and distribute matter as on any other day, although not to the same extent. A certain amount of this work seems necessary and is ordered by the Department, but my own judgment favors a reduction of hours and work on Sunday out of consideration for those employed as well as for the respect we have for the day. I do not know any reason that makes it necessary for postal employes to work on that day when there is such a general observance of it by other classes. I do not think the total abolition of work can be accomplished, and any attempt at that would very likely defeat the effort to reduce the labor on that day to the minimum."

A QUESTION OF SALARY.

Dr. Hays Will Resign Rather Than Preach for Less Money.

Rev. I. N. Hays, for 11 years pastor of the Central Presbyterian Church of Allegheny, astonished his congregation on Sunday by announcing from the pulpit the fact that at the next meeting of the Presbytery he desired to dissolve his pastoral relations with the church, and giving as his reason that a communication from the Board of Trustees was to the effect that his salary would be reduced the coming year from $2,000 to $1,500. The proposed resignation was the only theme of conversation among the members of the church yesterday, and, as Rev. Hays is one of the most popular ministers in Allegheny, a great deal of excitement is a consequence. Some of the members declare if Dr. Hays leaves the church they will do likewise. The trustees say that it is purely a matter of deficiency in the treasury; that, as a board, they are perfectly satisfied with the service Dr. Hays gives the church, but do not feel like keeping the salary up to a figure their receipts will not warrant.

READY FOR THE VISITORS.

Preparations for the Reception of the Pan-American Delegates.

At a meeting of the Directors of the Chamber of Commerce yesterday afternoon, a communication from the National Convention of the Commercial Bodies on Banking was received, but the reading of it was deferred until the next meeting. Mr. Scott, of the Committee on Arrangements for the Pan-American delegates, reported that everything had been satisfactorily arranged. The display at Mechanical Hall will be an excellent one. The meeting adjourned until November 11.

The Committee on Hotels, of the Pan-American Reception Committee, met yesterday and awarded the contracts for decorating the Monongahela House on the night of the reception to Roenigk Bros. The windows in the parlors will be draped in colors to represent the national flags of all the nations in the Congress. All the materials required will be silk. The contract for the table flowers was given to A. M. and J. B. Murdoch, and calls for designs emblematical of Pittsburg's industries were issued.

FELL TO THE GROUND.

A Colored Man Tumbles and Severely Injures Himself.

Edward Vincent, a colored man working on a scaffolding on a new building on Wylie avenue, near the corner of Fifth avenue, made a misstep and fell to the ground at 3:30 o'clock yesterday afternoon. He sustained some severe cuts about the head, and his body was badly bruised. He was removed to his home on the hill in the patrol wagon.

LOCAL ITEMS, LIMITED.

Incidents of a Day in Two Cities Condensed for Ready Reading.

AT a meeting last night, in the Chamber of Commerce, of the Ninth Pennsylvania Reserves, the following officers were elected for a year: President, Charles H. Chamberlain; Secretary, Henry W. Strickler; Treasurer, Alex. Murdock. It was decided to celebrate with a banquet the anniversary of the battle of Drainesville, December 20.

WM. WALLS, the K. of L. lecturer, about 7 o'clock last evening, it is charged, accosted the wife of Captain Lew Clark on Smithfield street. Mrs. Clark called an officer, and accused Walls of insulting her. He was arrested and locked up in Central station.

MRS. SHEA, whose place on Spruce alley was raided on Sunday morning, was held by Magistrate McKenna yesterday in $2,000 on charges of selling liquor on Sunday and without a license. The hearing will take place on Thursday.

THE child which was thrown across the room on Sunday afternoon in Spring alley by a drunken Pole is pronounced by the doctors to be in a critical condition. The man is in jail awaiting the result of the child's injuries.

CORONER MCDOWELL received a telegram last night from Constable William Linn, of Duquesne, stating that a man had been found dead in bed at his boarding house in Duquesne. The Coroner will investigate the case.

DURING the two weeks past the Society for the Improvement of the Poor rendered aid to 409 families, embracing 802 persons. The society needs bedding and clothing.

DENNIS DOLAN, an iron worker 6½ feet high, was arrested last night for running amuck in Woods' Run with a butcher knife in his hand.

WORK was commenced on the paving of Broad street with block stone yesterday morning. Martin Joyce has the contract.

WM. WELKER, an ex-policeman, was arrested on the Southside last night on complaint of abusing his wife.

MORE GRIST TO THE MILL.

Contracts for Two Blast Furnaces for the South to be Given Here.

G. L. Reis, of Knoxville, Tenn., is now in this city to bring to consummation a very important contract for the erection of blast furnaces at Cumberland Gap, Tenn. Mr. Reis will be joined to-night by an English capitalist who is concerned with other of his compatriots and Mr. Reis in the enterprise.

For some time past Mr. James P. Witherow, the well-known engineer, has been engaged on the drawings for the plant, and in a few days' time contracts will be entered into by which this city will profit to the extent of nearly a million of dollars by its erection. For the last two years a number of English and Scotch capitalists have been operating in the region referred to acquiring land, and taking measures for the development of its resources. They have constructed a road from Knoxville to Cumberland Gap, a distance of 64 miles, including a tunnel 3,760 feet long. This road has resulted in bringing together the fuel and the ore, and the next step contemplated is the erection of two large blast furnaces at Cumberland Gap. Already the syndicate has invested some $5,000,000 in the locality, and it proposes to expend another $1,000,000 on the plant. The contracts for these will be given in this city, and will be gotten in hands as soon as Mr. Reis' associates arrive to conclude arrangements.

Mr. Reis is accompanied by his wife, who, as well as her husband, is a native of these parts.

PRESIDENCY OF L. A. 300.

The Election in Progress, With a New Yorker in the Lead.

The election of Mr. James Campbell's successor to the presidency of L. A. 300, Window Glass Workers' Association, is in progress. Mr. Campbell has declined to stand for re-election. A complete list of the candidates for the position includes: I. P. Eberhart, James K. Tarr and Patrick Cleary, of this city; Granville Morenus, Cleveland, N. Y.; Peter Burkart, Baltimore; Simon Burns, Rock Island, Ill.; Joseph Riggins, Millville, N. J., and S. W. Church, Pittsburg. Voting papers containing the names of the candidates have been sent to all of the shops. They will be filled in this week and returned to the headquarters office by Saturday, where the count will take place, and the result will be announced at the next general meeting. Among those who know, it is asserted that the next President will be found in the person of Granville Morenus. The term of office commences with January 1.

ORE RATES ADVANCED.

The Price Will be $1 50 Per Ton From Lake Ports Next Month.

It has been officially announced that on and after November 20 the rate for ore from the lake points will be $1 50 per ton, an advance of 25 cents per ton on the existing rates. There is a considerable quantity of ore on the docks, and it will take at least two or three months to clear it off.

Lake navigation is supposed to close on the date above mentioned, but the trade is prosecuted as long as the weather permits, and, should the season be an open one, the difficulty now experienced in transferring freight is likely to continue in face of the briskness in the iron, coke and coal trades.

GIVING WAY BY DEGREES.

Ten Foundries Have Conceded the Required Increase.

The Union Foundry and Machine Company, employing about 35 molders, yesterday conceded the demand, and their men will turn in again at once. This is the tenth firm which has signed the scale.

One or two molders left for the West yesterday, but the majority believe in waiting developments a little further before seeking employment elsewhere.

NO DIFFICULTIES AHEAD.

Carnegie's Men Will Accept the Change in the Pay Days.

Superintendent Borntraeger, of Carnegie, Phipps & Co.'s Union Mills, had a talk with a committee of the employes yesterday with reference to the change in the pay system. The meeting was of the friendliest character, and the feeling among the men was that it would be foolish to antagonize the firm on a matter of such trivial importance.

DISEASES OF CHILDREN.

Scarlet Fever and Diphtheria Abounding in Lawrenceville.

Within the last 24 hours several cases of diphtheria and scarlet fever have been reported in Lawrenceville. The infected district is confined to the lower side of Butler street, from Fortieth to Forty-sixth street. The people in that quarter are becoming alarmed and fear a rapid development of the disease in that part of the city. On Forty-second street there are eight cases of diphtheria and three cases of scarlet fever. So anxious are the people becoming that a child cannot be seen on the street during play hours. The children, however, are sent to school and there is no appreciable diminution in the numbers at any of the ward schools.

New Bridge at Dravosburg.

The Dravosburg bridge will be completed by January 1, 1890, when the plan of lots so beautifully located on the hill, within 5 minutes' walk of the Dravosburg station, will be brought within 15 minutes' walk to the business portion of McKeesport. They are now being laid out by the estate of John C. Risher, deceased, some 30 lots having been sold already at very reasonable prices. It promises to be the most desirable place for residences within the vicinity of McKeesport. The lots are being very carefully laid out with good wide streets, and the grade established on every lot. It would be well for anyone desiring a nice location for a home to first visit the location before purchasing elsewhere.

THE November number of the School Review will be out the latter part of this week and will be ready for distribution on Monday next. It is in many respects the best number that has yet been issued, containing many new and interesting features, among the most prominent being "Script Stories" for the little folks, and a large amount of special matter for the older scholars. As supplementary reading for the schools the *Review* is unsurpassed. Orders for it should be sent to Percy F. Smith, Publisher, No. 55 Virgin alley, Pittsburg.

Free! Free!

If you hold a family ticket for Hendricks & Co.'s photograph gallery, 68 Federal street, Allegheny, use it and get a handsome life-size crayon for Christmas of yourself or children, free.

B. & B.

Hemstitched and embroidery 7 inches deep on 15-inch flouncings, 30c and 35c, today. Bargain lot you want to see quick.
BOGGS & BUHL.

THERE is no beer equal to Wainwright's brew. No other manufacturers produce such a fine flavored, clear, wholesome beverage. All dealers keep it. Families supplied direct if desired. Telephone 5523.
TSSU

Dolls Given Away

This week to all purchasers in our infants' department. FLEISHMAN & Co.

Don't Lose

The advantage given by Aufrecht's Elite Gallery club tickets offered until November 1. Only a few days left. 516 Market street.

THE fashionable ladies corrective tonic is Angostura Bitters, the world renowned tonic.

TAKEN HOME AGAIN.

The Waifs From Allegheny Imposed Upon the Police Officers.

THEY DESIRED TO GO TO MORGANZA

Louisa's Actual Father Appears and Spoils All the Romance.

SHE HAD LED THE BOY AWAY FROM HOME

There never probably was such an excessive waste of sympathy as occurred in the Central police station on Sunday night, when the little girl and boy entered with their "driven from home" story. The flinty-hearted police shed tears and even the reporters were touched, while Capt. Dan Sylvus registered an affidavit yesterday that he would never again place credence in a hard luck story. Never, in the confiding days of childhood, was the cruel uncle who figures as the heavy villain in "The Babes in the Wood," subjected to such opprobrium as the uncle who figured in the story of little Louisa, who represented her uncle as turning her out of doors in the rain storm of Sunday night.

Superintendent Roger O'Mara was the only one who sprinkled salt over the statements, and said that they did not quite hitch. He could not exactly tell where, but there was something wrong, and the result proved him to be correct.

Early yesterday afternoon the girl's father, whom she had represented to be dead for seven years, called at the Central station and asked to see the youthful expert in mendacity. She was brought downstairs, and asked if she knew him, but made no answer, and again being pressed, admitted that he was her father.

THE TRUE TALE.

The story developed is a very curious one: Her father's name is Hoover, and he is a well-to-do mill man living on Tustin street, he and his three boys having plenty of work, and the girl certainly having nothing to complain of in her home treatment. The little boy who was with her was not her brother, but an Italian boy named Andrew Purpura, who lived with his sister, Mrs. Myers, in Spring Garden alley, Allegheny.

The girl's object in spinning so positive a yarn and giving herself up to the police partakes of the nature of a female Damon and Pythias story. It appears that a girl friend of hers named Heffler, with whom she associated in school days, had been sent to Morganza and Louisa pined after her society.

LONGED FOR MORGANZA.

Hearing indirectly from her friend through another party, she visited her about ten days ago, that she was well and happy and well treated and only regretted the loss of Louisa's society, made the latter resolve to relinquish her liberty to give her old-time companion the one thing necessary to make her completely happy, and took the means related in her story told in yesterday morning's DISPATCH. The father took her home, and also took charge of the boy, whose relations are distantly connected with Mr. Hoover's family, saying he would turn the precious youth over to his people.

John Mittner, the uncle of the girl, called at the Central station last night. He said he had not seen the girl for a long time, nor had she lived with him. As far as turning her out in the storm, he would not do so with a tramp, much less to one with whom he was related.

Sergeant Gray said that he was heartily tired of the young lady before midnight. About 11:30 P. M. the matron called him upstairs to quell an incipient riot. Louisa Hoover and May Sullivan insisted upon playing "High Spy" through the rooms, and the boy refused to get ready for bed. A threat from the Sergeant of putting both the insurgents in the cells brought them to submission.

EXCURSION TO BALTIMORE

Via the B. & O. R. R.

The B. & O. R. R. will sell excursion tickets to Baltimore at rate of $8 for the round trip, from Nov. 7 to 12 inclusive, good to return until the 16th, on account of the Catholic Congress. Trains leave Pittsburg at 8 A. M. and 9:20 P. M.

The Very Latest.

Marvin's Little Lord Fauntleroy and Cinderella Cakes are just out, and are the finest on the market. The children cry for them and the old folks refuse to be comforted without them. Grocers keep them.
TTSSU

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

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