Passed the Committee.

ANDREWS HITS BACK

He Says Secretary Windom Intends

to Push the New Postoffice.

THE PLAN OF PENALTY CONTRACTS.

The Confidential Errand of Mr. Windrim's

Expert Inspector.

HOW MALONE WILL HURRY THE WORK

There are briars in Architect Malone's

path just at present. He has been sur-

prised by the vigorous shaking up that the

Government building has lately received,

and his friends and himself are claiming

that the charges of inaction are being made

to veil personal matters, and that the recent

ruction is being used as a lever to force him

out of office. The views of Colonel James

P. Andrews, given a DISPATCH represent-

ative at some length yesterday, are of in-

erest, as it is shown in just what manner

Secretary Windom and Supervising Archi-

tect Windrim look upon the matter, and

Colonel Andrews said: "I called on Sec-

retary Windom on private business. When

it had been concluded he said, abruptly:

'How is this Pittsburg Government build-

"I told Mr. Windom that if the building

ould be completed and turned over to the

Federal officials within a year it would cre-

ate as big a sensation as a millenium. Mr.

Windom then asked when I thought the

building could be completed, and I told him by

the first of October, in my opinion. He sent a messenger for Mr. Windrim, who came up-

stairs. He asked me the same question, and I gave him the same answer as Mr. Windom re-

ceived.

"Well,' said Mr. Windrim, 'that's what every man we have sent to Pittsburg said. Colonel Swords was very emphatic in his belief that the building could be hustled to an early completion, and said that the people he met in Pittsburg were clever enough to have something special done for them.'

"I asked Mr. Windrim what could be done to have watters and he replied that Mr. Pattison

"I asked Mr. Windrim what could be done to hurry matters, and he replied that Mr. Pattison would make an inspection of the building and hurry back to Washington, and that after hearing the report immediate action would be taken. Mr. Windrim spoke with much energy on the subject, and said very distinctly that in some way new life must be infused into the matter. He said that he had had a note from Mr. Wanamaker asking that every effort be made to provide Mr. McKean with new quarters. Mr. Windom assured me when I left the Treasury building that something radical would be done right away.

NO AX TO GRIND.

"My interest in this matter is simply that of

private citizen who happens to know that the

heving that his course has been dilatory. I will just give you an illustration. You place a

contractor in a position where he can clear \$10,000 on a contract in four months' time. He

would be a fool to consume eight months. With an architect the condition is just re-

with an architect the condition is just reversed. The slow-going methods of the past have escaped notice, but if Mr. McKean's efforts and the influence of his friends can cause a change in the metter, the community will applaud, no matter whose personal feelings

re injured.
"I told Mr. Windom that Pittsburgers were

"I told Mr. Windom that Pittsburgers were exasperated with the slow progress and the endless delays, and I am free to say that such dawding as has been the rule on the whole job is an outrage upon the community, and Mr. Windom said that now that the matter had been properly presented to him, he would make a decided change. I am entirely disinterested, for there is not the remotest consideration which would tempt me to touch such a contract. I have simply asserted that any one of a dozen contractors in Pittsburg could take that building in hand and finish it. I would like to see the work classified, and let out on penalty con-

the work classified, and let out on penalty con-tracts, and Mr. Malone could draw up specifi-cations and supervise the work under such conditions, just as well as any other contrac-

Colonel Andrews was asked to instance som

comparisons in the way of laying stone. He said: We'll take the old Government building for an instance. It was built by me; one of my first contracts, by the way. I do not remember

the year, but we started work in the early spring. The foundry of Bollman & Garrison was torn down, and the excavations made before a foot of stone was laid. The walls were up and the roof on before cold weather, and the cast iron beams and arches were all constructed as the work went along. Any building of the size of the new Government building ought to be easily finished in 18 months. The stone in the St. Louis bridge was laid at the rate of 450 cubic yards a day. It is no use to say that anything is impossible in the line of building. I am convinced that there will be a new deal on the Government building, and that justifies the agitation in progress."

MR. PATTISON RATHER MUM.

the Treasury Department at Washington is that of Inspector of Repairs for Public Build-

ings, arrived in the city yesterday, put up at the Seventh Avenue Hotel, and spent the day

inspecting the new postoffice and talking with

Mr. Pattison is the confidential agent of Su-

pervising Architect Windrim. His reports are

made personally to that gentleman. He is an expert architect, being noted for many years

in Philadelphia. He is about 50 years old, tall,

with sandy sidewhiskers. He looked over the

Fedral building very carefully, and spent about

two hours conversing with Mr. Malone in his

Mr. Malone as an important official of the

office. While Mr. Pattison was recognized by

Treasury Department, and was given every facility to obtain information, be did not tell Mr. Malone the object of his visit, nor did he reveal the drift of his instructions.

Mr. Maione the object of his visit, nor did he reveal the drift of his instructions.

Mr. Pattison was visited last evening by a reporter. He was exceedingly reluctant to talk at all about his visit. He said that, while he came on public business, the nature of his work was confidential and to be revealed to Mr. Windrim alone. He said that his trip to Pittsburg was not special. He is on a tour to the West, being directed to visit public buildings in other cities. He admitted that he had instructions to make some special inquiries in regard to the Pittsburg postoffice. Mr. Pattison said that he thought the new building ought to be finished within two years, perhaps in a year and a half. He believed that the first floor could be complèted for occupation by the postmaster within nine months.

Mr. Malone returned home yesterday morning from Washington, where he had a long interview with Mr. Windrim. The latter said that he wanted the work pushed. Mr. Malone

terview with Mr. Windrim. The latter said that he wanted the work pushed. Mr. Malone said that better progress could be made only by working the full force at night as well as by

day. He was asked to send to the department a written statement of the manner in which the work can be hurried. He will recommend the erection of electric lights all over the structure. The force will be increased to 270, three times the number now employed. As soon as his recommendations are approved by the de-

Mr. Malone is paying little or no attention to

the petitions which are in circulation asking for his removal. He does not believe that they

will have any weight with either the Secretary of the Treasury or the Supervising Architect

WAS IT AN ANARCHIST?

Attempt to Blow Up Father Fleckinger'

House in Chartiers.

The house of Rev. Father Joseph Fleckinger,

astor of the German Catholic Church, of

Chartiers borough, was partially wrecked be-

tween 12 and 1 o'clock yesterday morning by

the explosion of a dynamite cartridge that had

been placed in the cellar under the front part

of the building and fired by a fuse ten feet

long. The house is on Lincoln avenue near

and the other members of the household were awakened by the report and the settling of the building and the explosion was of such force that had the building been of brick instead of wood it would doubtless have fallen and crushed all inside. Suspicion points to a rough looking man who

called at the priest's residence the day previously shortly after noon and asked for as-

The people of the borough are not in a very pleasant state of mind, as they cannot divine the object of the miscreant or miscreants, though it is supposed the animus must have been against Father Fleckinger alone or some one in his service. Some charge it to anarchists, who are said to exist more or less numerously in the vicinity of Mansfield.

Beginning to-day the Pleasant Vallay electri

cars will come up Sixth avenue and make a re-

turn start on Smithfield street. Only a few of

The Pittsburg Salt Company reports the condition of that business brisk. Sales and prices are good and the production is large. All the salt miners are fully employed.

the Panhandle Railway. Father Fleckinger

artment, the changes will be made.

Superintendent Malone.

Joseph N. Pattison, whose official position in

ntire construction of such a building is a small matter, and the finishing of it a mere trifle. I don't know Mr. Malone, but I cannot help be-

what steps they intend to take.

ing matter?"

vania Railroad Company as provided in their charter, shall thereafter cease and determine.

MODIFIED BY THE TONNAGE ACT.

Section 1, of the act for the commutation of

tonnage duties, approved March 7, 1861, pro-vides that if the company "pay into the State treasury, on account of its indebtedness to the

the main line of the public works, on the alst

days of January and July, in every year, until

days of January and July, in every year, until the Sist of July, 1890, inclusive, such sum in addition to the interest on its bonds owned by the State, and in addition to its annual liability to the State, on account of purchase money for said line of improvements as will increase each remi-annual payment on account of said debt and interest to the sum of \$230,000, and the aggregate of all such payments to the sum of \$13,570,000, and shall agree to pay on the said Sist of July, 1890, into the treasury the balance then unpaid of the principal and interest of said bouds, etc." the company shall be relieved of the tonnage tax and "exonerated, released and relieved from every lien and liability to the State on account thereof."

It will probably be conceded without debate that if the people want to run the Pennsylvania Railroad they must put their surplus into the purchase on terms dictated by the company, as the right of condemnation is certainly blocked very effectually.

HIS FIRST APPOINTMENTS.

Postmaster McKean Announces the Reten-

tion of Misses Steele and Johnston-

Formal Transfer of the Postoffice To-

Night-The Line of Policy Mapped Out.

Postmaster McKean will assume charge of

the office at midnight to-night. At the close of

a process which in mercantile houses is denom-

nated "taking account of stock." Every stamp,

Postmaster McKean sprung a surprise on

the community last night in his announcement of the appointees to the two best paying offices within his gift. Miss Mary E. Steele, Superin-

within his gift. Miss Mary E. Steele, Superintendent of the Money Order Division, and Miss Nan M. Johnston, Superintendent of the Registry Division, will retain those positions under the new regime. Miss Johnston is the sister of Hon R. H. Johnston, District Attorney, and daughter of ex-Governor Johnston, and her Democratic lineage is unquestioned.

Mr. McKean gave his reasons for the continuance in office of these popular and efficient ladies to a Disparten reporter as follows: "I am well aware that the numerous applicants for the two positions which Misses Steele and Johnston will retain may feel inclined to question my action, but I am perfectly free-footed in every regard so far as the administration of this office is concerned, and I choose to take a higher ground in this matter than more spoilsmanship. Although both positions are beyond the score of the civil service it was no sinder.

higher ground in this matter than mere spoilsmanship. Although both positions are beyond
the scope of the civil service, it was my judgment that the retention of both ladies was the
best kind of business policy. Perfectly familiar
with their duties, awarded high praise by the
Postoffice Department, and beyond all question
as to competency. I feel that in availing
myself of their services I am adhering
to the policy I have mapped out: that
of running this office in a business manner. I
may promise that the public shall be given no
opportunity to question the business qualifications of those who gradually displace the present appointive officials. I intend to study the
demands of the service and the best interests
of the public, and I shall take ample time to
determine the fitness of those who will serve
under me."

under me."

Miss Steele was appointed a clerk in the money order division on February I, 1877, by Postmaster George H. Anderson. She became Superintendent of the Division two years sub-

sequently, and has challenged the commenda-tion of every Postoffice Inspector who has visited this office by her business-like methods. She has three clerks working under her, and is a brunette, very affable in manners and a re-

markably bright business woman.

Miss Johnston was appointed by Postmaster Anderson on April 1, 1877, and, like Miss Steele, began as a clerk. She became Superintendent of the Division in 1883, succeeding John Gripp, Esq. She has received high praise from several Postmaster Generals for her able administration of her duties. Miss Johnston is a finely educated woman, and belongs to one of the oldest families in the State, and her appointment will please the business world of Pittsburg. Mr. McKean said yesterday that a post-office employe who made it a point to reach the office at 6 o'clock every morning, as Miss Johnston does, may fairly be classed as an enthusiast in her work.

siast in her work, James S. McKean, the lately-appointed post-

James S. McKean, the lately-appointed postmaster, who takes office to-night, yesterday
visited Chief Bigelow to get the use of one of
the Council Chambers for the civil service examination, which takes place February 4.
There are 130 applicants for examination, as
against 160 when Postmaster Larkin first took
office, so the ambition for being letter carriers
does not seem to diminish very materially.

Mr. McKean said he was as much astonished
as gratified at the fact that so few people had
applied for positions so far. It relieved him of
the annoyance and pain of refusing favors
which he would be unable to grant. He secured
the use of the Council Chamber for the examination.

A \$100,000 JOB.

Bullt to Tarentum for the Pinte Gines

Company-Manufacturers Are Not Afraid

The various reports and theories circulated

so frequently of late, about the failure of the

natural gas supply, does not seem to frighten

the manufacturers to any great extent. The Pittsburg Plate Glass Company has just closed

a contract for a new line which will convey the

fuel from the new field at Sarversville. Butler

county, to their works at Tarentum. The line

will cost over \$100,000, and will be completed by

March 10. It will be used to furnish an addi-

tional supply to the Creighton plant. It is re-

ported that quite a lively and interesting com-

petition ensued between Eastern manufacturers

and a Pittsburg firm for the contract. R. W.

Carroll, manager of the American Tube and

Iron Company, succeeded in securing it, and will furnish their Matheson patent joint pipe

for the line, which is to be a 12-inch main, nine

put in new lines. Opward of \$2,000,000 have been invested in this manner within the last six months. The Manufacturers' Company spent about \$500,000 in putting down their main to the Bellevernon field. The Equitable Company, composed mainly of manufacturers up the Allegheny river, laid a line to the Murrysville field, and have put in \$1,000,000 for the development of that field. The Buller country

velopment of that field. The Butler county field is the latest, and it promises to be one of the best fields of any yet developed.

There are two concerns working in that locality. Captain Ford has one well down, the pressure of which is 400 pounds per minute. Several other wells have been drilled, and their pressure is such as to reader them almost be-

youd control. Captain Ford has run a line from Sarver through Slate Lick, in Armstrong county, to Ford City below Kittanning. He expects to get his entire supply for the works at Ford City from that field, and later he will be able to supply the Tarentum works also from the same field. The Standard Plate Glass Company of Butler is also interested in the development of the Butler county territory, and is now getting gas from there for the operation of the works at that place. The Grapeville, Latrobe and Mt. Morris fields are flourishing and show no signs of giving out.

Grapeville, Latrobe and Mt. Morris fields are flourishing and show no signs of giving out.

Several other large gas lines are talked about to be laid in Pittsburg and other manufacturing points in this vicinity within the next two or three months, but the persons concerned are not willing to make the details of the plant become for a while.

the plans known for a while. Instead of the capitalists becoming alarmed over the possible failure of gas as a fuel there seems to be an increased activity in the development of the territories, from which the product is secured, with apparently equal, if not greater, success

A notice has been posted in the cars of the

Rebecca street car line informing patrons of

the road that all-night cars will be placed on the road, to run every hour, beginning on Feb-

Good Sait Trade.

of the Supply Failing.

to acts passed seemed interminable, and the A New Gas Line From Butler County to be

road or the road swallow the State and they incline to think the latter would be the case. Were it possible that the State could prove the victor, taxes would be enormous for some years, for, of course, it would defeat the object rate in the state could prove the victor, taxes would be enormous for some years, for, of course, it would defeat the object rate in the state of acquisition to water the stock, so that out.

Commonwealth, by reason of the purch

THE P. R. R.'S DEBT.

How it Has Puzzled Lawyers

and Stockholders.

A REPORTER'S SOLUTION.

It Owes Only \$460,000 and Will

Square Up on July 31 Next.

HOW PAYMENTS HAVE BEEN MADE

Talk about the reliability of historyl

That of the last 50 years cannot be written

reliably, even by an unbiased historian

with all the necessary material at hand.

The Pennsylvania Railroad Company is

only 44 years old, and it is safe to say that

not one person in 1,000 of the adult popula-

tion of the State can tell its correct history

nor come anywhere near it. Even lawyers,

unless they have had the company exten-

sively for a client, cannot tell it, and yet it

As it seems that for many years to come

his heels up in a luxurious parlor car and whirl away to the seashore, with no further expendi-

ture of trouble than the presentation of his

credit check for the conductor to punch out a number. Even that expenditure might be

avoided, as outsiders must use the road, and

they might be made to pay enough for such

THE GREAT BOAD'S CHARTER.

While these enthusiasts are not satisfied that

the road could be had on the terms they were

prepared to offer, they based their hopes on

section 28 of the charter of the Pennsylvania Railroad, granted in 1846, which provides:

the expiration of 20 years from the completion

of said rallroad, make provisions by law, for

the repayment to the said company, of the

amount expended by them in the construction

of said railroad, and in the construction of

permanent fixtures, and all other appurten-

ances for the use of the same, together with

all moneys expended by said company for re-pairs, attenuance and otherwise for the pur-

poses of said railroad, with interest on such

poses of said railroad, with interest on such sum at the rate of 8 per cent per annum, after deducting the amount of tolls and other revenue received by said company, for the use of the same, then said railroad with its fixtures and appurtenances shall vest in and become the property of the people of this State, but if the Legislature shall not at the expiration of the said period of 20 years, claims the said railroad, etc., as aforesaid, then the said company with all its said rights and privileges shall continue for another period of 20 years, subject to the claim of the Legislature, as aforesaid, at the expiration thereof, on the same terms and conditions as aforesaid, and so on, from 20 years to 20 years.

IDEAS OF 40 YEARS AGO.

in the original charter. Some beavy stock-

holders, when asked, acknowledged that they

did not know of it. What damped the ardor

of enthusiasts more than anything else was the

fear that among the 58 or 60 acts passed

relative to the road between the time of its completion in 1852 to 1874, the

year in which the new constitution was

adopted, some one might be found, releasing

the company from its obligations to surrender

one who reads that charter will understand

that the lawmakers of that day had not the

faintest conception of what the road and its

hat the enterprise was measured much on the cale of the raging canal on whose bosom then

scale of the raging canal on whose bosom then foated all the commerce between the East and the West. It is even related that some of the backwoods legislators supposed the road would ascend grades, as the wagon roads do, and that the wheels of the locomotives would be armed with cogs to fit into depressions in the tracks. Accordingly they thought speed would be low.

IN QUEST OF INFORMATION.

Search was made for several days for infor-

mation as to whether or not the State had legal

power to enforce section 23, but it was an up-hill job. Beitel's Titles to Corporations only

increased the searcher's gloom, as references

clause searched for might be but a couple of

lines in a seemingly simple act for some other

John H. Hampton, Esq., was asked how the

matter stood, and he said he had an impression

that the State had surrendered its original

right to take the road, but he could not say

certainly whether it had or not. He struck

the bull's eye, however, by stating that he thought it was in the legislation of 1857.

D. T. Watson, Esq., was of the same opinion as Mr. Hampton, and he furnished a pointer

which eventually showed that the worst fear

have had power to take possession in 1872, and again in 1882. To do so might give us a welcome surcease from the turnoil of politics, for who would descend into the mire of such a con-

test when conscions that he was about to be-come a stockholder in the finest railway on the

globe? To undertake the acquisition would be a tremendous job, in fact some people think it

doubtful whether the State would swallow the

NO DANGER PROM THIS SOURCE.

A telegram from the Harrisburg correspond-

The act of March 7, 1861, will give you much

information concerning the Pennsylvania Rail-

On the day of its approval a contract was made

in accordance with its requirements. Prior to

that the company paid on account of the pur-

chase in 1857, \$179,933 75, and in 1858, \$222,983 02.

It also paid in interest in loans on account of

the purchase in 1858, \$375,000; in 1859, \$370,000,

and in 1880, \$365,000. It also reduced its original

indebtedness of \$7,500,000 to \$7,100,000 by pay-ments of \$100,000 each in 1858, 1850, 1860 and 1861.

Under the act of 1861 it paid \$130,000 on ac-

count of commutation of tonnage tax, it having already paid \$100,000 to cancel its indebtedness. In 1862 it paid \$350,000, and after that period it regularly covered into the State treasury \$450, 1900, and it still ower \$460,000, \$230,000 of which is payable January 31, and \$230,000 July 31 next, when the company will have met all its chile.

ien the company will have met all its ob

TERMS OF THE AGREEMENT.

This is in the main in the line of the compro-

mise of 1857, though, by the terms of that agree-

ment, the company obligated itself to pay more

than the amount stated by the Harrisburg cor-

respondent. That agreement embodied in an act

approved May 16, provided that anyone, except the Pennsylvania Railway Company,

might buy the public works for \$7,500,000, provided no one bid more, but if the Pennsylvania

Railway Company were the purchaser at the

minimum price, it was to pay \$1,500,600 more,

making \$6,000,000, and to give bonds bearing 5

per cent, payable semi-annually on January 31 and July 31 of each year until July 31, 1690, when the residue was to be paid at the rate of \$1,000,000 a year.

the purchase money to remain a lien on the main line on the State works, and a mortgage to be given on the main line. Provided that the

road Company's purchases of the public works.

siders might get a controlling interest

ent of THE DISPATCH, January 27, says:

of socialism were well founded, Under the charter of 1816, the State would

purpose, and so it proved.

It is safe to say not I in 1,000 people living in

That if the Legislature of this State shall, at

the State.

has been the most talked-of institution in business hours to-night there will be instituted

As it seems that for many years to come the people of this State are not likely to own good wagon roads, some are inclined to thisk that the Socialists, if they are ever to accomplish anything, might begin by an attempt to secure the Pennsylvania Railroad and turn it over to the people at large; issue the credit checks suggested by Edward Bellamy and try the effect of their ward Bellamy and try the effect of their or distributions. The Pittsburg postoffice is, however, a Sub-treasury of the United

ward Bellamy and try the effect of their system on Pennsylvania. If it proved a success half their battle would be won. They contend that the people might run railways and in fact, almost everything co-operatively just as well as they do the postoffice system. The purchase of the Penusylvania Railroad is suggested as an experiment, more for the purpose of testing the soundness of their premises than anything else. Just now, when seas of mud bound nearly all the tarms in the Commonwealth, 'twould be a great relief if a granger could occasionally, by going across lots, reach the railway, cock his heels up in a luxurious parior car and whird away to the seashore, with no further expenditure of trouble than the presentation of his pestmaster McKean surung a suru

THE GLASS TRADE.

The Western flint and green glass manu-

facturers met yesterday morning at the Hotel

In accordance with a resolution pa-sed at their

COSTELLO IN TOWN

The Knight of Labor Official Rome to In-

vestigate Some Small Matters.

John Costello, member of the General Ex-

cutive Board of the Knights of Labor, arrived

home last night from Philadelphia, where he

has been attending the sessions of the board, While in the city he will investigate several

while in the city he will investigate several milnor matters connected with D. A. No. 3. He says the K. of L. is slowly pushing its way up hill and is still growing in membership. A seesion of the General Executive Board will be held in this city in the summer. The board will be here about one week. Public meetings will be held, at which General Master Workman Powderly and other executives will make addresses.

A LOCAL DECREASE.

Pennsylvania Passenger Earnings to East

Colonel Thomas E. Watt District Passenger

Agent of the Pennsylvania Railroad, vesterday

ompleted his annual report of the passenger

usiness done during 1889 between this city and

Harrisburg. It contains an interesting array

n the sale of tickets, and also shows to what

extent the cable cars have hurt the suburban

ousiness of the company.

The report is a carefully tabulated statement

of the receipts of each station, including the downtown office of the company at the corner

of Fifth avenue and Smithfield street. It cov-

ers every station on the Pittsburg and Altoona

divisions, but does not include Harrisburg. There are 220 stations altogether. Among the

many peculiar features shown is an increase of nearly \$50,000 at Johnstown. The cause of this

At the Union station the local and foreign sales amounted to \$1,519,602 88. In 1888 the re-

sales amounted to \$1.519,602 68. In 1888 the receipts were \$1,464,071 13. This is an increase of \$100,613 59 over 1888. At the Fitth avenue office the sales for the year amounted to \$488,620 39. During the year previous they footed up \$438,636 55. This is an increase of \$45,082 94.

At Johnstown the receipts were \$53,645 75 for foreign business and \$97,113 71 for local. In 1888 the foreign sales footed up \$41,710 12 or an increase of \$11,936 63 for 1889. The local "ales amounted to \$97,113 71 during 1889 and \$90,391 16 for the previous year, or an increase of \$36.

s said to be due to the Conemaugh floo

of figures in connection with the heavy increase

creases at Other Places.

Liberty Fall Off \$20,000-Cable Roads

Cutting In-Losses Balanced by Big In-

creasing and Trade Good.

MUST PAY SEVEN CENTS.

The Traction Company Calls a Halt on Coun

dinance give a right of way over only the

roads.

Mr. Ober offered an amendment that if a cable road is built the company repays all between the rails and a foot on the outside; but if an electric road, only a foot on each side of

the rails.

Arthur Hunter wanted to know, as Mr. Ober le interested in a new street railway, if he was entitled to vote on this question. Chairman Mc-Afee replied that he was not interested in this class of the amondment was passed, and Mr.

railway. The amendment was passed, and Mr. Neeb offered another. The clause fixing a 5 cent fare between Woods' Run and Putsburg read over the line 'wia the market house." As

the line did not go by way of the market house." As the line did not go by way of the market house he wanted it to read "via Western avenue and Federal street." It was adopted. Section 3 required that the company aban-don one of the two tracks now on Rebecca and

don one of the two tracks now on Rebecca and Lacock streets, and the tracks on School and Craig streets. A. M. Neeper, Esq., attorney for the company, said that the intention was to abandon either the track on School street or Craig street, and not on both streets. The clause was a mended to read either School or Craig street, instead of both.

Mr. Dalzell said that the company would concede the paving matter aiready agreed upon. They did not wish any opposition in Councils which would send the ordinance back to the committee, and though they considered it unfair they wanted to go to work at once on the road, having been waiting a year now.

cleaning and repaying the streets over which the railways run. The city now has about 70

les of street railways and the cost of clear

ing and repairing the streets over which they run is about \$70,000 per year. Chairman Mc-Afee said the Pittsburg, Allegheny and Man-chester Company scrape up the dirt and leave piles of mud lay sometimes as long as three

concessions that the company can make. I have nothing more to say either way."

CHARTIERS' ANNUAL MEETING.

A Lively Discussion Over a Decrease in

est was manifested in the meeting. A hot dis-

of the auditing committee was read. The re-port showed that the total number of shares of

port showed that the total number of shares of stock was 1016 less than last year, and this decrease had cost the company over \$83,000.

Mr. W. B. Scaife started the ball rolling by asking a three-pointed question, as to how the stock was disposed of; whether it had been secured as collateral or bought up, and if the latter, where the directors got their authority for reducing the stock without the consent of the stockholders. Mr. C. O. Smith, of the committee, attempted to answer the questions by saying that he thought the stock had been secured as collateral. Mr. Scaife was not satisfied, and directed his queries to President Chambers. The latter gentleman admitted that he could not give a satisfactory explanation of the matter, as since the lease of the plant to the Philadelphia company the latter has the full management and control of the Chartiers Company.

hartiers Company.
Mr. Alexander Kirkpatrick said the stock-

Mr, Alexander Kirkpatrick said the stockholders should have been given an explicit detailed statement of the finances, so that it could
have been understood, and all difficulty could
have been avoided. The matter was passed
over for the time being by instructing the auditing committee consisting of James Campbell, C. O. Smith and C. F. Klopfer, to go over
the bonds of the company, and prepare a complete statement of the receipts and expenses
for the past year to present to the stockholders
at a special meeting to be called in the near
future. Secretary Tener said after the meeting adjourned that he regarded the company's

uture. Secretary reces said after the mee ng adjourned that he regarded the company afture to pay dividends, as the cause for th liesatisfaction among the stockholders; but h

thinks the company is getting into better shape now, and will soon be able to declare a divi-

dend.

President Chambers submitted his report.
Under the circumstances and conditions it was
regarded as quite satisfactory. The receipts
of the company are based on the percentage of
the Philadelphia Company's net earnings, and
amount to \$533,000, as against about \$400,000 for
the previous year, an increase of about \$33/2
per cent. A corresponding increase for the
coming year will enable the company to pay
interest on their bonds, taxes and all prebable
expenses for the year and a dividend of at least
10 per cent. In considering what the proba-

expenses for the year and a dividend of at least 10 per cent. In considering what the probabilities are for revenue for the coming year attention is called to the many independent gas lines laid from the different fields, all of which have been laid for the purpose of supplying the manufacturers with gas. The Philadelphia Company has lost in old contracts during the last year owing to these manufacturers.

delphia Company has lost in old contracts during the last year, owing to these manufacturers'
lines being laid, about \$500,000 of old business
and have gained in new contracts about \$600,
000. The only contingent that would reduce
the company's receipts for the coming year is
considered to be an insufficient supply of gas,
and this is not feared.

The financial statement for the year ending
Lavary 1 1850 shows assets available, \$305.

January 1, 1890, shows assets available, \$308, 387 77; stock in hands of Treasurer, \$994,600; unavailable assets, \$4,529,250 76; liabilities, capital stock, \$4,000,000; profit and loss, \$632,026 22; account payable, \$5,191 71; bills payable, \$225,000; bills payable, due directors, \$95,000; mortages, \$675,000

000; bills payable, due directors, \$85,000; mort-gage, \$975,000.

The following directors, being the old board, were elected: James A. Chambers, James Lauchlin, H. Sellers McKee, A. C. Dravo, William H. Singer, W. E. Schmertz, Duncan C. Phillips, Calvin Wells, John H. Dalzell, M. W. Watson, James M. Bailey, D. C. Ripley and Edward E. Denniston.

PITTSBURG LIGHTS OF LONDON,

An Order for 30,000 Lamps Received 1

This City Yesterday.

A cable message from London, England, for

Westinghouse alternating current apparatus for 30,000 incandescent lights was received at

the office of the company yesterday. The order came from the Metropolitan Electric

Supply Company, Lim., of London. The

the English metropolis which are all fitted out with machinery from Pittsburg. The cable states that the shipment of the

and came states that the sulpment of the machinery must be made immediately. The entire outfit for this plant, consisting of Westinghouse engines, dynamos, exciters and other electrical appliances, will be got ready for shipment immediately.

AFTER THE FIRE BUGS.

Dozen Officers in Citizen's Clothes Turned

Into the East End Districts.

If the fire bugs who have been operating !

and about Oakland recently are disposed to

continue their work of firing new houses, they

will be brought up rather quickly. Inspector Whitehouse and Captain Mercer, of the Second district, last night distributed about a gozen officers in citizen's dress through the suspected district.

same organization has already several plants in

cussion was narrowly avoided when the report

the Stock-Mr. Scalfe Wanted to Know

What Became of It-No Dividends De-

climen-They Concede Everything but

Transfer Tickets - Their Ordinance

The Allegheny street Railway Committee spent last evening considering the ordinance granting a right of way to the Pittsburg, Alle-FLINT BOTTLE SCALE ABOLISHED. gheny and Manchester Railway Company.

President Hunter offered an amendment

Pittaburg and Southern Coal Company the first section, substituting the word "tracks" for "route." He desired that the or-Finally Dissolved.

THE COKERS' SCALE TO BE DISCUSSED

streets upon which the company's tracks are now laid. The amendment was adopted and the section passed as amended.

Mr. Dalzell, President of the Traction company, who was many said that the section of the section company who was many said that the section company who was many said that the section of the the section passed as amended.

Mr. Daizell, President of the Traction company, who was present, said that they did not object to paving between the rails and a foot on the outside for a cable road, but if they built an electric line they should have the same privilege as the other electric roads. They only paved a foot outside the rails. Mr. Muchibrouner remarked that Allegheny has been trying to get good streets and now was a good chance to commence getting them.

Chairman McAfee said that in Pittsburg, if a pipe line was laid, the company would be required to repave with block stone. "Mr. Daizell knows that," he added.

"No, I don't," replied Mr. Daizell.

"Well, I understand your company is favored over there," answered Mr. McAfee.

Mr. Lowe suggested that the ordinance be amended so that if an electric road is built they would only be required to pave with block a foot on each side of the rail.

Mr. Muchibrouner insisted that the company be required to repave between the rails and for a foot outside. President Hunter said that this would be a hardship. Also when the new roads to the suburban districts would be built, this would be demanded, and it would have the effect of preventing the construction of such roads.

Mr. Ober offered an amendment that if a In this week's issue The Commoner and Glass Worker publishes the annual report of Secretary Albert Delwarte, of the Universal Window, Glass Workers Association. The report is voluminous, and contains much important and interesting statistical matter. It is addressed to William Slicker. of Pittsburg, President of the Universal Federation. The report opens with a long account of the strikes at Sunderland and Spon Lane, England, in which the workmen

this question yesterday. The association list of prices has been withdrawn, and every manufacturer now makes his own special prices. This was done in order to allow them to take advantage of the prices of bottles which have been on the upward move for some weeks back. There are at present a large number of glass men in town representing firms from all sections of the country.

They have samples displayed in the Bissell Block, the Hotel Anderson and Hotel Schlosser. At the latter place the greatest number is congregated, 17 houses being represented.

In speaking of trade, yesterday, Mr. L. B. Martin, representing the Fostoria Glass Works, said that although trade was fair, there was nothing to boast of. Mr. J. E. Ellis, of the Findlay Flint Glass Company, said: "The condition of the glass trade is better just now than it has been for years. There are more articles now made from glass than ever before, and there is more of it being sold. The reason for this is that the price is very low, and it is within the reach of all. Glass is being sold in smaller quantity because the facilities for shipping are better, but people are buying oftener. More and better glass is being produced and there seems to be a demand for still greater production." were successful. For France, Italy and Spain there is no change in the condition of affairs. In Belgium the last quarter showed some improvement. The price of glass rose, and the prices of 1874 are hoped to be reached. The number of melting furnaces in operation is 125, idle 66; numbers of pots 1,090, idle 487; flattening houses 292, idle 49. The production of window glass has been 23,-

702,170 square meters, which sold for 27,069,655 francs. From 1884 the production of window glass has been as follows: of window glass has been as follows:

1 1884, 21,609,300 square metres, worth 32,339,450
francs; 1885, 32,448,000 square metres, worth
30,491,600 francs; 1896, 22,597,200 square metres,
worth 27,608,640 francs; 1887, 25,914,706 square
metres, worth 30,280,223 francs; 1888, 23,702,170
square metres, worth 27,069,653 francs.
The statistics for 1889 cannot now be given,
but from the above we find that the price of a
square metre has been in 1884, 10.41 francs;
1885, 10.30 francs; 1886, 10.11 francs; 1887, 10.10
francs, and 1888, 10.10 francs. A square metre
is equal to 1,550 square?inches, and a franc is
valued at 19 2-3 cents American money.
The production and value of plate glass in The production and value of plate glass in

The production and value of plate glass in the same province are as follows:

1884, 271,000 square metres, worth 5,340,000 francs: 1885, 286,000 square metres, worth 4,328,000 francs: 1885, 271,600 square metres, worth 4,512,500 francs: 1887, 287,600 square metres, worth 4,512,500 francs: 1883, 287,000 square metres, worth 4,624,000 francs.

The price per square metre therefore was: 1884, 19.70 francs: 1885, 17.21 francs; 1886, 14.71 francs; 1887, 15.00 francs; 1888, 18.20 francs. The year 1889 has been as lucrative to plate glass manufacturer as 1894 and 1885, but for the window glass manufacturer, the first two quarters of 1889 were disastrous and quite as sad as 1886. It was only during the last quarter of the year that prices arose with firmness. POTS IN OPERATION.

fair they wanted to go to work at once on the road, having been waiting a year now. This offer, which involved paving to the extent of nearly \$250,000, was at once acted upon and the amendment to the paving clause stricken out, thus obliging the company to pave all between the rails and a foot outside with block stone.

Section 4 was amended to provide that the work of construction be done under such regulations as may be prescribed by the City Engineer and Committee on Street Railways. City Engineer Ehlers suggested that a provision be made that the street car companies pay into the City Treasury enough to cover the cost of cleaning and repaving the streets over which There are now in operation in the Belgium provinces 35 coal pot furnaces, 12 gas pot furaces, 21 tank furnaces, and 172 flattening uses that represent 990 pots in operation. The statistics for the United Scates which ecretary Delwarte also gives in his report says: There are in the United States 95 window glass works, of which 61 are in the Western district with 854 pots, of which 760 are in operation, For the Eastern district, 20 works with 282 pots, of which 248 are in operation. In the Northpiles of mud lay sometimes as long as three weeks.

Section 8 provides for transfer tickets to be given at the corner of Ohio and Federal streets, on the Troy Hill and Pitusburg, Allegheny and Manchester lines, so that the fare from any point on the Troy Hill line to any point on the Western avenue line would not exceed 5 cents. Mr. Dalzell said they had agreed to do so for 2 cents extra, but not for a single fare, He said:

"Gentlemen, I think that I have made all concessions that the company can make. I have western district 158 pots, of which 148 are in operation. This shows a total of 1,294 pots, of which 1,156 are in operation and 188 idle. There are also 3 tanks, 1 at Streator, Ill., and 2 at Jeannette. Other tank furnaces will soon be in operation at Bridgeton, N. J., and Fostoria, O. In Germany several tank furnaces are to be outlt, but during the year past the productive canacity was not increased. From all the information we have it seems that the tank furnaces, that were just rejected by all the aucient manufacturers, are now established unquestionably. If they do not give all the results expected at the beginning, the obtained results allow the hope that through the researches under way they will soon be superior to the results obtained in the coal and gas pot furnaces.

is said to be due to the Conemaugh flood.
The total sales for the year amounted to \$3,454,608 11. Of this amount \$1,106,258 08 was received for foreign business, or points on other railroads, and \$2,348,345 03 was for local or business on their own line. In 1888 the local sales were \$2,141,534 80 and the foreign \$1,017,006 49.
This shows there was an increase of \$8,251 58 to the foreign and \$206,810 23 in the local business foreign and \$206,810 23 in the local business. From the full statistical report of furnaces in clared—A Favorable Outlook.

The annual meeting of the stockholders of the Chartiers Valley Gas Company was held in the company's office, in the Garrison building, Wood street, yesterday afternoon. There was very fair attendance and considerable interin the foreign and \$266,810 23 in the local business. The total increase in both was \$296,-Wood street, yesterday afternoon. There was a very fair attendance, and considerable inter-

THE TRADE IN ENGLAND. The report for England for December shows that at Hartley & Co.'s works at Sunderland. three coal furnaces, 24 pots are in operation and one tank with four shifts of men. There are 42 blowers, 37 gatherers and 5 apprentices, 18 flatteners and 2 apprentices, and 19 cutters and 3 apprentices employed. There are 16 pots idle at Hartley's works. At Spon Lane there are 7 gas furnaces in operation with 76 pots in all, and there are 58 blowers at work, 89 gatherers, 25 flatteners and 16 cutters. Eight pots are idle there. At Pilkinton Bros., St. Helens, 13 tanks working 76 shifts of men, one giving employment to 220 blowers, 220 gatherers, 140 flatteners and 82 cutters are in operation. There are two tanks idle at St. Helens.

There is no change reported at other places At the Sunderland tank they have been trying to work with five six and seven blowers but t is thought four blowers on a shift is all they can use,

can use.

Along with these statistics the report gives a detailed account of many strikes in foreign countries, also their outcome, and the method by which they were settled.

While the men were on strike at Mr. Hartley's factory at Sunderland, England, a number of them emigrated to Jeannette, and in trying to get men to work in his factory, he told them they were not wanted to take strikers places, but to take the places of those who had come to this country. Mr. Delwarte gives many other suggestions in his report intended to benefit the trade, COKE SALES YESTERDAY.

Several coke dealers of this city were seen

resterday concerning the telegram from Scott-

for the Best Price Offered.

THEY WILL PROTEST.

to Senator Harris' Bill.

W. W. O'Neil yesterday in speaking of the bil introduced in the Senate to amend the act

authorizing the construction of a bridge across

rivermen will protest," said Captain

A Conference Arranged for Next Week to Consider a New Scale.

increase of \$11,935 63 for 1889. The local "ales amounted to \$97,113 71 during 1889 and \$80,391 16 for the previous year, or an increase of \$35,-722 55. It will be seen that the greatest increase is on local business, and was for the last six months of the year.

By comparing the report with that of the previous year, a decrease of \$20,584 is seen at the East Liberty station. At Shadyside there was also a decrease of \$2,693 22. These are the only stations between Pittsburg and Harrisburg where there was a decrease. The cause of it was undoubtedly due to the cable cars. One of the lines began operations in September, 1888, and for the last three months of that year the railroad company's business decreased 25 per cent between East Liberty and the Union station.

At the other suburban stations there was a heavy increase. At Braddock it amounted to \$14,859 98; at Swissvale, \$923 31; Homewood, \$421 58; Wilkinsburg, \$6,872 32. A close calculation will show that what the company lost by the cable lines they more than made up by the increased business at other stations.

As yet the company has taken no notice of the reduction in fares on the cable lines. Instead of the fare being 7 cents, as stated yesterday, it is only \$6\forall cents, as stated yesterday, it is only \$6\forall cents, as stated yesterday, it is only \$6\forall cents between the Union station and East Liberty on monthly tickets. The company would reduce the fare to meet the reduction on the cable lines were it not for the danger of having to reduce the rates all over the line. If the rate between Pittsburg and East Liberty was changed, the rates to points as far east as Greensburg would also have to be changed. By putting trains on that will not stop between the Union station and East Liberty was changed, the rates to points as far east as Greensburg would also have to be changed. By putting trains on that will not stop between the Union station and East Liberty it is expected the company will be enabled to hold the business. The time of the trains dale, which was published yesterday, stating that coke sales were increasing and a strike was imminent. The dealers said that the deerty, it is expected the company will be enabled to hold the business. The time of the trains rould be seven or eight minutes. mand for coke has been good for some time past, and that the sales have been equal to pro-A LOW MILLAGE PREDICTED. duction right along. There has been very little fluctuation in the market, and no increase in sales has occurred of late, The Rate Won't be Much Higher Than Prices have not changed any since last No-Previous Yours-An Attempt Made to vember, and are as good as can be expected. Figure it on Last Year's Receipts and Many dealers seem to think that the coke trade

Many dealers seem to think that the coke trade could not be in much better shape than at the present time, while others believe that it could be still better. At any rate none are found who are willing to say that the condition of the business is not good.

The only change in the sales or demand is that, while shipments toward the East have fallen off, they have increased toward the West. Nothing definite is known as to what will be done about the scale. It is understood that a demand for a higher scale will be made by the workmen, but what the outcome will be is hard to say. There are a good many figures made at hap hazard on what the next millage will be. It has been placed anywhere from an increase of 3 to a decrease of 1 mill upon the valuation of \$200,000,000. The increased expenditure seems, nowever, to warrant a larger business in the Finance Committee than it did last year. The demands of the various departments are in the general idea so moderate that the estimates at

present in the bands of the Finance Committee hard to say. is hard to say.

A conference meeting between the operators and men is arranged for next week, but no day has been selected. It will be held in Scottdale. Mr. John F. Atcheson and Mr. T. J. Donahue returned from the West yesterday. They had been to Chicago, and they report trade as very leak in they section. will more than fill the bills on the required ex-

THE SOUTHERN GONE UP. Coal Operators Will Now Sell Their Coal

will more than fill the bills on the required expenditures.

The Department of Public Works asks for \$945,620 of an appropriation, giving it to be understood that the park appropriation of \$125,-000 is not to be considered as a factor in the general appropriation.

The other requests were the Department of Public Safety, \$883,351 88; of Charities, \$85,000; Controller, \$1,283,750; Assessor, \$18,000; Education, \$372,475; judgments, \$80,000; outstanding warrants, an item upon which the Controller admits that he has not made up his mind, but has made a het of the eigars, in spite of his church affiliations, the outstanding warrants As stated in THE DISPATCH several days ago, church affiliations, the outstanding warrants are placed within a few dollars of \$165,000 making a total of \$3,616,196 88. the Pittsburg and Southern Coal Company has about passed out of existence as an organization. Yesterday the company made the last distribution of the coal on hand, and each in-

are placed within a few dollars of \$165,000, making a total of \$3,616,196 88.

The estimated receipts are as follows: From the Department of Public Works, \$602,500; Department of Public Safety, \$21,318 \$2; licenses, which will beyond doubt be enlarged in scope this year, \$75,000; on the second, if the last amount of the other receipts is estimated just at the same rate as for 1888, as follows: Business tax, \$187,000; Mayor's office, \$85,000; vehicle licenses, \$40,000; street railways, \$5,000; warrants made from State to schools, \$61,801.75, advertising delinquent taxes, \$13,000; City Attorney, \$50,000; miscellaneous, instead of being as last year, \$75,000, is this year only put at \$40,000, so that comparing the expenditures with the receipts in view of the increased population and of the increased expenses all the way through, the millage will not be increased to any large extent, and the taxpayers can rest easy while the Finance Committee of Councils makes its final efforts for the dying year in a fiscal point of view. distribution of the coal on hand, and each individual firm will now sell their own coal to
suit themselves. There is no agreement in regard to prices, and each operator can sell as
low as he sees fit.

The company had 155 boats leaded with coal
on hand. There were about 2,720,000 bushels,
worth \$827,800. Great trouble was experienced
dividing this coal among the 13 firms in the
company, but at last an equal distribution was
made. The company will vecate their present
offices within a few days, and the old days of
competition on the river will again be witnessed. Meeting of the Con! Exchange to Object fiscal point of view.

A sneak thief entered the office of Contracto McAfee, on Fifth avenue, yesterday, and, authorizing the construction of a bridge across the Mississippi river at Memphis, by reducing the required height from 75 to 65 feet. "We parture along with the cost."

FIGHTS IN THE WARDS

Regarded as a Very Bad Factor in the City Political Contest.

The Eastern Strike Settled-No Shut-Down Will Occur in the Factories in the THE DETAILS IN THE FIGHTS. Western District-Price of Bottles In-

Republican Headquarters Opened and Visited by Candidates.

Anderson. They were in session about two hours, and nothing of importance was done. DEMOCRATIC CONVENTIONS NEXT WEEK

meeting a few weeks ago they met to adopt some measures to aid the Eastern manufacturers in their struggle with the men. It was The Republican headquarters were opened reported at that time that they would close at 536 Smithfield street yesterday and Clardown the Western factories or extend finan-cial aid to the Eastern people. Since that time ence Burleigh, Chairman of the Executive cial aid to the Eastern people. Since that time
the face of things has changed materially, and
the struggle has practically ended in favor of
the blowers. Several Eastern delegates were
expected to be present, but they received a
telegram notifying them of a settlement in
Baltimore the previous day, and in consequence
no Eastern men arrived, and they adjourned.
They have been holding regular meetings for
some time past with a view to improve the
price of bottles and some attention was given
this question yesterday. The association list
of prices has been withdrawn, and every manufacturer now makes his own special prices. Committee, and John Gripp, Secretary, started in to work with a vim. The rooms are on the ground floor and nicely furnished, while the exterior of the building is tastefully decorated with the necessary information as to the purpose to which the place is devoted, and a hanging sign gives the names of the candidates, who dropped in yesterday forenoon to admire the reseate prospects and the artistic manner in which their names are presented to the public. A telephone connection has been made, and candidates and the public in general, when they want Republican news from the fountain head,

will call up 1825. Yesterday afternoon Chairman Pat Foley, of the Democratic City Committee, visited Chief Bigelow, of the Department of Pubhe Works, and secured the use of Council Chamber in which to hold the Democratic City Convention on Wednesday night. In commenting upon the fact that all three city officials will be nominated in one convenofficials will be nominated in one conven-tion by the Democrats, while three conven-tions were held by the Republicans for the same purpose, a county official said yesterday that the three conven-tions was nothing better than an effort to bleed the candidates. It forced them to expend some \$200 each for suppers or dinners for which there was absolutely no warrant, except present which was a bad one. precedent, which was a bad one.

There was a general opinion expressed yesterday that with so many hot personal fights in the various wards, the Mayoralty candidate on the Republican ticket would feel detrimental effects. The contests in the First, Eleventh, Twenty-first, Twentieth, Thirty-first and Thirty-sixth wards are absorbing the attention and exertions of the workers to the neglect probably of the chief official's interests. The Twentyninth ward has a very animated fight on hand ninth ward has a very animated light on hand for the Aldermanic nomination between J. Martin Shaffer and C. F. Bennauer. The Councilmanic contest for Republican nomination to the Common branch is between J. Moschell, the present incumbent, and Dr. Brewster, who is running on a Citizens' ticket with C. F. Beinhauer. To-morrow night a Republican suggestion meeting will be held in the Bedford Schoolhouse, Twenty-ninth ward, and the primaries will be held a week from Saturday.

HOT WARD FIGHTS.

In the Thirteenth ward there will be no pri-In the Thirteenth ward there will be no primaries held as it has always been regarded as a settled fact that the man who gets nominated on Saturday gets licked on the following Tuesday. The Republican contest for nomination to Common Council is between E. N. Wachter, W. C. McEldowney and E. F. Elliot, and it is predicted that the winner and losers will be equally surprised. For Select Council the fight is between T. Holmes Miller and Sam A. Duncan, at present a member of Common Council. The former claims his success will be only a question of majority, while the latter says little, but keeps on saying constantly to the voters of the Thirteenth he is

IN THE FIGHT TO WIN. He looks confident, and says he did not go In the Twelfth ward the Republican Councilmanic candidates, Messrs. Johnston and Hagemeier, it is thought, will receive indorsement at the Democratic primaries, and John J. Davis, for the school directorship, will have no

In the Fourteenth ward there is a bitter fight In the Fourteenth ward there is a bitter fight for Alderman between Andrew Dunn and Fred Kaltenheusser. A close personal canvass is being made by each, and some lively sparring is looked for when the primaries occur. Patrick Foley said yesterday that there was no foundation for the assumption that any opposition would be made to Judge Bailey at the convention next Wednesday. When asked whether any candidates would be sprung against Major Denniston or Controller Moragainst Major Denniston or Controller I row, Mr. Foley replied that it was very probable, and that any person who would so would be an enemy of Judge Bailey.

REDUCED PRICES

In American Guitars and Mandelins. The following is a list of the best American makes of guitars and mandolins, all of which are warranted true and not to split. They are for sale only at H. Kleber &

Bro.'s music store:
The American—antique oak......\$ 7 50 The Arion-mahogany..... The Conservatory-rosewood, first 15 00 quality.....The Conservatory—rosewood, second

Also, always on hand a fine assortment of banjos, zithers, cornets, music boxes, auto-harps, violins, music cabinets, accordions, flutes, clarionets, cases and strings for al instruments, music wrappers and music

Everything in the musical line sold at the lowest prices.
All the latest sheet music sold at half price by H. Kleber & Bro., No. 506 Wood street.

Rev. P. Mesny, Rector of Trinity Hall

Military Academy, will be at the Anderson Hotel, Pittsburg, between the hours of 10 A.

M. and 4 P. M., on Friday, 31st inst., to meet

concerning the school, etc., for the ensuing

term.

Scholnstic.

-AND-

\$20 Long Coats reduced to \$15.

You will be well pleased if you make use of the Iron City Brewing Co.'s ale and beer. Competent judges pronounce them the leading brews. All dealers keep them.

be opened this week. Heavy curtains and portiers at reduced prices to close. HUGUS & HACKE. Special Dress Goods and Silks Sales.

LACE CURTAINS-New spring stock will

Half and 1/2 former prices, to-day and Sat-JOS. HORNE & CO.'S Penn Avenue Stores.

B. & B. This Friday and Saturday sale will astonish some people. Read display ad. this paper and come early.

BOGGS & BUHL FANCY velvets 50c, reduced from \$2. Fancy ribbons 25c, reduced from 62 and 75c.

at Rosenbaum & Co.'s. Bring the Little Ones To-Day. Go to Aufrecht's Elite Gallery, 516 Mar-

ket st., Pittsburg, for finest photographs at lowest prices.

EVIL AIR

From bad sewerage or undrained swamps deranges the liver and undermines the system, creates blood diseases and eruptions, preceded by headache, biliousness and constipa-tion, which can most effectually be cured by the use of the gent

Dr.C.McLane's celebrated Liver Pills.

Price, 25c. Sold by all druggists, and pre-pared only by Fleming Brothers, Pitts-burg, Pa. Get the genuine; counterfeits are made in St. Louis.

Allegheny, Interested in it-A New Outles for the Pittsburg and Western-A telegram was received in this city last vening from Akron, stating that William Semple, of Allegheny, was in that city, con-ferring with several gentlemen interested in the proposed Pittsburg, Akron and Western Railroad. It is understood that Mr. Semple and W. B. McCracken, a New York capitalist, have agreed to furnish the money to build the new road. Engineers are already engaged and

work will be started as soon as arrangements

NEW ROUTE TO ST. LOUIS.

Railroad New Under Way Which Will

Benefit Pittsburg-William Semple, of

work will be started as soon as arrangement are completed.

Mr. Francis Semple, brother of William, was called upon last evening in reference to the above. He was inclined to be mysterious and uncommunicative so far as the route or construction of the road, or how it would affect Pittsburg, were concerned. He admitted the fact that his brother was in Akron on business of the kind, and that no other person in this city was interested in it, although others beside his brother and Mr. McCracken were involved. The railroad was to be built, and furside his brother and Mr. McCracken were involved. The railroad was to be built, and further than that he had nothing to say.

The road is already being constructed, and will be fusianed inside a year. A line runs from Akron to Delphos, a distance of about 150 miles, about half of which is narrow gauge. It is intended to connect this branch with the Pittsburg and Western road, and a line running southwest would enable them to reach St. Louis, thus giving to this city a new trunk line to that point eventually.

MUST KILL RATS OFTRIGHT.

Agent Dean After a Man Who Was Having Fun With One.

On Wednesday evening a barber named Henning, whose shop is on Fifth avenue, near Chestnut street, caught a rat in a wire-box trap, and set it down in the shop while he went to get his canine executioner. While gone, a man who is said to be a glass worker, took a sharp steel wire and proceeded to have, what he called, fun with the rat. The rodent's tail was caught in the trap so that it could not frisk about and the torturer proceeded to enjoy him-self. He first punched its eyes out, one by one, and then began a study on refinement in cruelty.

About this time a bystander interfered, and proposed to whip the torturer if he did not kill the rat at once and end its misery. The man with the steel wire had no stomach for fight, however, and the objector then put the case into the hands of Agent Dean.

JOS. HORNE & CO.'S

PITTSBURG, Friday, January 31, 1894,

DRESS GOODS TO-DAY. 1 case 50-inch imported Serges, all-

l lot 45-inch all-wool French Cashmere

stripes, English styles, at \$1 a yard,

I lot very stylish imported Dress Goods, new this week, 50 inches wide, at \$1 35 a yard.

French, all-wool Crepon, double width, evening shades. These goods have

There are still several lots of desirable colorings and styles in our 50c Dress Goods—reduced from \$1 and \$1 25.

The throng of buyers at the center counter was so great that all the people Brocade Velvets, so we move back to the Velvet Department. See them

This great center bargain counter is now filled with Dress Goods remnants. You will like the goods and prices,

JACKETS.

Long Coats reduced from \$33 and 689

Fine Seal Plush Jackets at \$10, \$12 and

PLUSH MANTLES reduced in the

About 50 Long Garments, medium and heavy weights, at \$5, \$8 and \$10. Sone of these \$10 ones are made of allwool, fine quality, Broadcloth, lined with satin and trimmed with good black fur, and originally sold for \$20 and \$35. They are \$10 to-day. When you come to

All heavy Winter Jackets, that were \$40, \$55 and \$30, have been reduced to \$15. Our \$5 Stockinet Jackets, all sizes, are

the best we have ever offered at that price.

The bargains at the Silk counters are

going out rapidly. Choice things in Wash Goods.

JOS. HORNE & CO.,

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PENN AVE. STORES.

wool, fine quality, at 50c a yard, worth 75c. on counters to-day.

in all the new spring shades.

never sold less than \$1 25 a yard.

could not find room to see those

PLUSH COATS

\$15, way below original prices.

same way.

these cloak rooms ask for these goods as \$5, \$8 and \$10. They must be sold at