for sale at cost price, \$5 71 per set of three volumes. After discussion the rate of \$2 per volume was adopted as the standard

Mr. Robertson, as Chairman of the Committee on Corporations, presented with reaction Company, the Market Street Railway Company, the People's Street Railway Company, the Duquesne Street Railway Company, the Duquesne Street Railway Company, the Craig Street Railway Company, the Highland Street Railway Company, the Highland Street Railway Company, the Howe Street Railway Company the Howe Stree Wilkinsburg Street Railway Company, the Wilkinsburg Street Railway Company and the Wilkinsburg and East Liberty Street Rail-way Company. Mr. Robertson moved for a suspension of the rules to take up the ordinance of the Duquesne Traction Company for

final passage.

Mr. Warmeastle objected. He had read over these ordinances and had perceived that they were all for one system of street railway, and he thought they should all be acted upon at once to save time in voting. Mr. Robertson said that could not be done, and the ordinances would have to be considered one at a time.

#### WANTED IT POSTPONED.

Mr. Warmeastle then moved that action on the ordinances be postponed until the next meeting of Councils. Said he:

Mr. Chairman, this batch of ordinances give Mr. Chairman, this batch of ordinances gives to someone, whom I can't say, one of the most valuable franchises ever given to any corporation in this city. There are ten ordinances here all covered under the one blanket ordinance of the Duquesne Traction Company, and the meaning of them all is the undisputed right of way from Market street to Wilkinsburg, over the best and the only street now occupied, from the lower part of the city to the rapidly developing suburbs.

He continued in the same strain for some time, but the motion to pastnone being

time, but the motion to postpone, being only supported by two votes, Mr. Warmcastle changed his vote on the passage of the ordinances to aye, stating, however, that he had not changed his mind, but did not wish to obstruct business. All the railroad ordinances then passed with little or no op-

When after a recess to await the action of Common Council on the appropriation ordinance, it came up for final passage in Se-lect, Mr. Warmcastle asked where the \$297,-000 that was short in last year's appropriaation was to come out of this year's income This year according to the ordinance, it was estimated that \$297,829 32 of outstand ing taxes were collected. He wanted to know what proportion of that amount was of the whole of the outstanding taxes.

## MORE OF THE FIGURES.

Mr. Keating replied that there was \$353, 000 of outstanding taxes. Last year the Finance Committee calculated on receiving \$250,000 of outstanding taxes, but the records show that \$271,000 were received from that source. This year the delinquent taxes are greater than at the corresponding period last year, and on the same ratio the ommittee has figured on \$297,829 32 being

A further discussion took place between Messrs. Keating and Warmenstle, in which the former defended the ordinance and showed the ability of the city to meet its obligations.

Among ther things Mr. Warmeastle took occasion to say that the water and business taxes should both be abolished. The water tax was particularly onerous and it fell upon the poor man heavily. The receipts from water taxes were increasing every year and the rates were increasing also instead of decreasing as they should. He thought it a burning shame that the poor workingmen should be taxed so heavily for their supply of water.
Mr. Keating, in response to this, said he

agreed with Mr. Warmcastle as to the injustice of the business tax, and at least to the amount of the water tax. But a certain sum of money was required, and if the bus-iness tax was abolished the \$200,000 it yielded would have to be paid by the peo-ple, rich and poor slike, instead of the busness men. As to the water tax it was not heavier now than it was in 1883. When the schedule adopted was completed it was found that this valuation was too high, and this mistake, unintentionally made, made a difference in the receipts.

### AVOIDING MISTAKES.

year Mr Kenting said the value tions had increased so that on the same basis used last year the committee could have estimated receipts on a valuation of 183,000,000, making all allowances. But in order to prevent any mistake they had taken 174,000,000 as the net valuation, and there could be no possibility of error in the receipts on that figure. Mr. Keating stated further that some of the estimates of last year's finance committee had been too low the water and business tax and other incomes vielding even more than had been exected of them, by several thousand dollars. The income from liquor licenses had been greatly overestimated, but that could not be foreseen. Beside while they naid their share, the workingmen did not pay nearly all of the water tax, for as a matter of fact the bulk of it came from the manufacturing establishments of the city.

Mr. Warmeastle still protested against the business tax, but the debate ended and the vote was taken on the adoption of the ordinance. Mr. Nisbet and Mr. Cavanauel were the only members to vote against it, and the latter changed his vote before the result was announced, so that the vote recorded was ayes 28, nays 1.

### ALL ROUTES COVERED.

NO AVENUE OR ALLEY OF ESCAPE LEFT OPEN.

The Omnibus Ordinances Run Through b Rapid Transit-A Thorough Knowledge of Topography Exhibited-The Various Routes Covered by the Mensures.

In order to give a more definite idea of what the street railroad ordinances were which passed both branches of Council yesterday by an almost unanimous vote the fol- \$288 49; city gauger, \$525 61; vehicle li lowing summary of the provisions is given: The ordinance of the Duquesne Traction

Company grants it the right to enter upon and use certain streets, lanes and allevs and to lease the property and franchises of certain passenger and street railway companies, or either, and to construct and operate, or or either, and to construct and operate, or either, by means of electricity or otherwise, passenger or street railways, or either. The provisions are as follows:

Section 1—The Duquesne Company shall have the right to enter upon all streets upon which any or all of the street railway companies named above shall have rights of way, upon the Duquesne Company programs the consent.

the Duquesne Company procuring the consent of the passenger or street railway companies, respectively, and construct and operate thereon such motors, cables, electrical or other appliand motors, cames, electrical or other appli-ances, necessary or convenient apparatus and mechanical fixtures as the company may deem best. The use of electricity or other motive power is allowed, and the right to construct the necessary conduits, subways, overhead wires, etc.

Section 2 conveys the right to the Duquesue Traction Company to lease the property, rights

Traction Company to lease the property, rights and franchises of any and all of the before mentinoed street railways and the right to operate the railway of each and every of the said companies from which it shall secure a lease or enter upon a contract with for the supply of

motive power.
Section 3 provides that if the Duquesne Traction Company shall hereafter contract with any other passenger or street railway company to furnish or supply power for the traction or operation of cars, over the lines of any said companies which shall be consent of with the consent of Councils, the consent of any said companies which shall be constructed with the consent of Councils, the consent of the city is given to such future contracts, and the Duquesne Traction Company, in order to enable it to economically and conveniently carry out such contracts as it may be eafter make, is given, in, on, under, over and along the streets, lance or alleys of the city, included within the routes of the branches and extensions thereof, all the privileges and powers given to it in the first section.

Section 4 provides that all privileges granted nance are subject to the general ordinance governing street rallways that was adopted in Conneils last Monday,

Section 5 provides that the company shall, within 80 days after the passage of the ordinance, file a proper written acceptance of it, binding the company to expend in good faith, within two years from date not less than \$12. 13 and 14, and some o 660 per mile in paving with block stone each city will participate.

and every mile of single track of any of the

Each of the street railway ordinances that were noted as auxiliary to the Duquesne

in the ordinances, will be as follows:

Market Street Railway: Beginning at the intersection of Diamond street and Old avenue, along Diamond street to intersection of Diamond street to intersection of Diamond street with Market House square and return to Old avenue, with double track, with necessary turnonts and switches, thus forming a complete circuit with its own lines of track, And, also, for an extension of said railway upon Old avenue from Diamond street to Shingiss street, along Shingiss to Watson street, along Watson to Boyd, along Boyd to Forbes. To this ordinance, as to those following, the right is given to sell to the Duquesne or any other motor or traction company. ther motor or traction company.

The Boyd Street Rallway route is from the intersection of Boyd and Forbes (as it is located by ordinance), to the eastearn end of Diamond street, and returning by same route

with double tracks. A COMPLETE CIRCUIT.

The route of the People's Street Railway Company, begins at the intersection of Forbes and Boyd streets, along Forbes avenue, east to Craig street and thenes returning by double track to Boyd street, forming a complete circuit of its own tracks. Also an extension begin-ning at the intersection of Forbes and Boyd ning at the intersection of Forbes and Boyd streets, along Boyd street to Old avenue, along Old avenue to High street, thence with the consent of the Central Traction Company, along High street to Sixth avenue, along Sixth avenue to Smithfield street, and thence with consent of the Transverse Company and the Allegheny Traction Company, continuing along Wood street to Fourth avenue, and thence with consent of the Central Traction or Southwith consent of the Central Traction or South-side Passenger Railway Company along Fourth avenue to Grant street, along Grant street to Diamond street, or continuing along Fourth avenue from Grant street to Ross street and

binnond street, or continuing along routed avenue from Grant street to Ress street and along Ross to Dinmond street.

The Craig Street Railway Company's route begins at Graig street and Forbes avenue, along Center to Bayard, along Bayard to Neville, along Neville to Center avenue, along Center avenue to Roup, along Roup street to Negley avenue, along Negley avenue to Bryant street, along Bryant street to Highland avenue, and thence return with double track to place of beginning, forming a complete circuit with its own tracks.

The Duquesne Street Railway Company's route begins on Neville street at southwestern end of Elisworth avenue and extends along Elisworth avenue to Peun avenue, and return with double tracks to Neville street, forming a complete circuit with its own tracks. Also, for an extension of this line, at its northern end, consent is given, with consent of owners, upon private properties lying between the north side of Penn avenue and Kirkwood street. And, also, for an extension at the southwestern end of its route, consent is given to enter, with consent of owners, upon private properties lyong between Neville sent is given to enter, with consent of owners, upon private properties lying between Neville and Craig streets. The route of the Wilkinsburg and East Liber-

the route of the whichsourg and East Liberty Railway Company begins at the eastern terminus of Penn avenue at the city line, along Penn avenue to a point near the end of Ellsworth avenue, and return along Penn avenue with double track to the place of beginning.

## THE WILKINSBURG BOAD.

The route of the Wilkinsburg Street Railway Company begins at the intersection of Fifth avenue and Denniston avenue, along Fifth avenue northward to Grazier street, along Grazier street eastwardly to the city line, and return with double tracks to the place of beginning, thus forming a complete circuit within its own lines.
The East End Street Railway Company's

The East End Street Railway Company's route begins on Penn avenue, at the corner of Shady avenue, thence along Penn avenue eastwardly to the city line, and thence returning with double tracks to the place of beginning. The Larimer street route begins at Collins and Penn avenue, along Collins avenue to Station street, then to Larimer avenue, then to Mayflower street, then to Lincoln avenue, then to Shetland avenue, then to Larimer avenue, then to Mayflower street, then to Larimer avenue, then to Mayflower street and then, with double tracks, along Larimer avenue to Station street, then, with couble tracks, to Collins avenue, and then along Collins avenue to the place of beginning. Also for a branch along Broad street from Collins avenue to Larimer avenue, and thence along Larimer avenue to Station street.

street.

The Highland avenue route begins at Collins arenue and Kirkwood street, along Kirkwood street in a westerly direction fo Highland avenue, then northerly along Highland avenue to Bryant street, returning in a southerly direction to the intersection of Highland avenue and Kirkwood street to Collins avenue to the place of beginning, making a complete circuit with its own lines.

The Howe street route begins at Aiken and on the elevator. Center avenues, then along Aiken avenue to Howe street, along Howe street to Denniston arenue, along Denniston avenue to Fifth avenue, thence returning with double or single lines of track along Denniston avenue and Howe street to College avenue, thence with single track along College street to Walnut street, then along Walnut street to Aiken avenue, then returning along Aiken avenue to the place of beginning, forming a complete circuit with its own line of tracks.

### WHERE THE LOSS WAS.

The Various Items Which Ran Short on Lust Year's Estimates, Showing How the Deficiency Occurred and What Departments Are Ruspensible. The following table is compiled from the

official returns and shows exactly in what estimates of last year the deficiency occurred and how much in each, the causes having been already explained:

	a1.09.	
City tax. Business tax Water rent. Wharves Mayor's office. Markets. City gauger. Veolcle license. Street railways. Building inspectors. Engineering. State warrants Advertising tax liens. City Attorney Outstanding taxes. Liquor licenses. Miscelianeous.	157, 000 00 500, 000 00 15, 000 00 25, 000 00 50, 000 00 40, 000 00	198, 879 23 461, 772 09 14, 711 51 48, 172 25 51, 761 11 1, 474 39 29, 392 75 2, 280 70 21, 488 70 25, 387 40
	63, 514, 762 50	53, 216, 933-18

The losses are as follows: City tax, \$253,-261 62; water rent, \$39,227 91; wharves cense, \$607 25; street railways, \$1,910 Building Inspector, \$1,501 30; advertising tax liens, \$3,441 13; liquor licenses, \$32. 975 08; miscellaneous, \$29,204 15. The gains are: Business tax, \$11,879 23; Mayor's office, \$14,072 25; markets, \$1,761 11;

engineering. \$15,587 40: City Attorney, Total losses, \$362,942 54; total gains, \$65,113 22.

\$ 297,829.72 Outstanding taxes in hands of Delinquent Tax City tax for 1809.

\$270,978 63

.. \$17, 830 69

promised.

### BROKEN WESTERN BOOMS.

Actual deficiency....

### Captain McKinnie Predicts a Great Fature

for Seattle. Captain McKinnie, of the Anderson Hotel, returned last evening from an extensive trip through California and Oregon. He says Lower California has been laid out in town lots, and the boom has tallen through. There the lets are, and the people are fighting each other. The Captain is pleased with the push of Seattle people. He predicts that the city will be the Chicago of the

Mr. Hainsworth is there building furnaces and putting up mills. Altogether, the town is a hummer.

### A BENEFIT ENTERTAINMENT.

Relief to be Provided for Prof. Stephenson's Bereaved Family.

Arrangements are being made by the Lawrence School Board, Fifteenth ward, to give two benefit concerts in behalf of the have suddenly departed without paying a tamily of the late Prof. Stephenson, prin- \$50 board bill and with sundry effects of cipal of the Lawrence school, who was killed

a iew days since.

The dates for the concerts will be March 13 and 14, and some of the best talent in the

## DEATH IN A SHAFT.

A Very Young Boy Meets His Fate in a Most Terrible Manner.

CRUSHED BY A FREIGHT ELEVATOR

And His Little Body Found an Hour Later by an Elder Brother. AWFUL WORK OF AN OLD DEATH-TRAP

Fleming & Hamilton, on Third avenue, be-

low Market street. The mangled body was found in the basement an hour later. The victim was the son of Herman Stickman, a mechanic living in the Thirty-fifth ward, Duquesne Heights. The family is poor. An older brother, Herman Stickman, 17 years old, has been working for Fleming & Hamilton for two years. The firm consists of John Fleming and John Hamilton, and they are manufacturers of stamped and Japanned tin ware, and wholesale dealers in tinners' stock.

There are two !large brick buildings. The factory is on the west side of Third avenue, and the warehouse on the east side. One building is four stories high and the other five. There is a freight elevator in each building.

HAD NOT WORKED A DAY.

Frank Stickman began work for the firm Wednesday morning. Soon after his body was found, at 3 o'clock, it was carried to the livery stable of J. H. Skelton, No. 121 Third avenue. At 6 o'clock some person telephoned from the office of the firm to Coroner McDowell. The Coroner at once went to the stable, saw the body, and then examined the elevator where the accident ecurred.

The top half of the boy's head, including the greater part of the face, was torn off. His chest was crushed into pulp. After a jury had viewed the corpse, it was taken to home of the parents on Duquesne Heightsf and was buried at 2 o'clock yester-day afternoon. The body was so lacerated that, during this warm weather, it could not be kept longer without burial.

not be kept longer without burial.

The Coroner's inquest was held yesterday afternoon. The jury first inspected the buildings and the elevators. The elevators are open structures, for freight purposes. They are pulled up and down by a wire rope and they are operated with great difficulty. Coroner McDowell, in the presence of the jury, attempted to staft the elevator in the warehouse and was able to do so only in the warehouse and was able to do so only with great difficulty. Witnesses were ex-amined, among them being John Hamilton, Foreman Forrester and Herman Stickman.

THE ELEVATOR RUNS ITSELF. It was developed that no person is employed to run the elevators. When any employe or clerk desires to use an elevator for any purpose he operates it himself. A large number of boys work in the two buildings, some of them quite small, and they use the elevator, as do the adults. In the factory there are nearly 100 employes. The lad who was killed was employed as a "hustler." The foreman said that the boy

gave his age as 15. The older brother said that Frank would be 13 years old next June. It was his duty to run a truck, loaded with tinware, from the third floor of the factory building into the elevator, run the elevator down to the first floor himself. wheel it across the street to the warehouse and take it up on the elevator in that build ing to the floor where the tinware was to be packed or stored.

The testimony showed that a boy named Charles Mitchell had been using the ele-vator in the warehouse, and had started it up, when he left it, from the first floor. He said it would stop itself when it reached the on the edge of the elevator shaft, and also

FOUND BY HIS BROTHER.

No person saw the accident. No one An hour later Herman Stickman himself found the mutilated body of his little brother at the bottom of the shaft. He knew the clothes.

to questions by Coroner In answer to questions by Coroner McDowell, Mr. Hamilton said that he had fixed no minimum age for his employes. He said he had never heard from Governor Beaver's factory inspector, who was ap-pointed last fall and has been drawing a pointed last last and has been drawing a large salary for six months. He had re-ceived no blanks, circulars or other papers any sort relating to the factory law of

May, 1889. On December 24, 1889, Mrs. Griffith, who lives on Forbes avenue, in the Twenty-second ward, visited Fleming & Hamilton's store to see her husband, who works there. An employe took her up on the elevator to the third floor, and the elevator was left there while she stepped off to talk with her husband about buying some Christmas presents for the little ones. When she had finished her brief talk she turned and stepped into the elevator shaft. The light not good and she thought the elevator was still there. It was not, Some person had needed it at an upper floor. She fell to the basement. Her thigh was broken, the bones being very badly crushed and splintered. She was lifted unconscious and

conveyed in an ambulance to her home. She has not yet recovered. THE BROTHER HAD TUMBLED. About a year ago Herman Stickman was a "hustler" in the factory. He was one day handling a truck loaded with a stack of tinware which was higher than his head. Conquently he could not see over it. He had drawn the elevator up to his floor, and left it standing there. When he had placed his last armful of tinware on the truck, he pushed it into the elevator shaft. The vator was not there. Somebody else had wanted it. Boy and tinware went "to the bottom of the hole." The boy lay at the point of death for several weeks, but at last recovered and became able to resume work

in the same shop. Last December a boy was killed by the elevator in the building of the Matchett Paper Box Company, on Seventh avenue. On the occasion of the in-quest in that case, the Coroner's jury recommended that competent people should be employed to run the elevators in

The inquest, as far as the taking of testimony is concerned, was concluded yester-day. The jury will meet this morning to

### THE LIBRARY QUESTION.

A Meeting of the Commission to be Held

Next Week With Mr. Carnegie. A call has been issued for a meeting of the Library Commission to take place in Select Council chamber on Wednesday next at 3 P. M., to take the preliminary steps in determining on a site for the main library and other particulars connected with the foundation of Pittsburg's greatest glit. It is confidently expected that Andrew It is confidently expected that Andrew Carnegie will himself be present at the consultation, and although he has expressed himself as declining to give a preference as to location, it is thought that the action of the commission will greatly influence Mr. Carnegie in the question of increasing the donation sufficiently to pay for the site in addition to the endowment already

A Couple in Trembir.

John C. Rentz and wife, boarding with Mrs. Boyd on Lacock street, are alleged to other boarders. Rentz was arrested by Offioer Snyder and lodged in the Allegheny lockup. Later his wife came to see him and threatened to commit suicide. She was also locked up for safe keeping.

#### THE TRUE FIGURES.

What Each Ward Will Pay in Millage Under the Present Appropriation Ordinance Including the Lavy for County Taxes-

Significant Totals.

Controller Morrow yesterday, believing that the taxpayers in the various wards are anxious to know in what position they will be placed on the general round-up on the millage, compiled a statement of the levy for which each ward is responsible, including the county taxation, which will give the people an idea of what must be paid, showing that 3 mills is seen and gone several better in many cases, the city levy being only recognizable as a 15-mill ante in the Frank Stickman, a boy 12 years old, was killed by an elevator, at about 2 o'clock Wednesday afternoon, in the warehouse of with an asteriak including the special indepted as a 10-mill ante in the game of taxation. The following is the will an asteriak including the special indepted as a 10-mill ante in the game of taxation. The following is the game of taxation.

Ward.	MIII-	Ward.	Mil
*First. *Second. *Third. *Fourth. *Fourth. *Firth. *Seventh. *Seventh. *Eightb. *Ninth. *Tenth. *Tenth. *Tenth. *Tenth. *Teventh. *Twofith. Thirteenth. Flifteenth. Sixteenth. Seventeenth. *Eighteenth.	18.7 18.8 19.9 20.6 20.4 18.6 18.6 18.6 18.6 19.7 19.2 21.2 19.1 19.1	Nineteenth Twenty-first Twenty-first Twenty-second Twenty-first Twenty-second Twenty-first Twenty-sixth Twenty-sixth Twenty-sixth Twenty-second Twenty-second Thirty-first Thirty-first Thirty-first Thirty-first Thirty-first Thirty-first Thirty-first Thirty-first Thirty-first	21 21 21 21 21 21 21 21 21 21 21 21 21 2

#### AN OIL WELL BLAZE, Developments in the Chartiers Valley and

Shannopin Oil Fields. Some one started a report two weeks ago that the Chartiers Valley oil field was exhausted. The report was followed by another that the Standard men were at work fencing up territory in that section. Yesterday morning developed something that evidences there is still oil to be had there. The Smith farm well, of Jennings & Pat-terson, struck gas and some fluid. The rig took fire, and was entirely consumed, as

well as a vacant house near by. The flames shot up to a neight that they could be seen over a 200-foot hill. The Fritz No. 5 owned by the Anchor, Forest and Union Oil Companies, made a flow. It reached the sand on Wednesday night. The Beck well is good for 12 barrels. The Smith well is about 1,000 feet south of the big Davis pro-Within the last 48 hours the Shannopin field has added 750 barrels a day to production. A well put down by the Fort Pitt Company, adjoining the Douglass farm, was to come in last night. As it lies between the Aiken and Dipp farms, it is expected to

#### LOST ITS GRIP.

be a good one.

The Front End Pulled Out of a Cable Car and a Gripman Hurt.

About 6 P. M. yesterday, car No. 57 on the Central Traction road, disabled a brake on the up trip, and the gripman summoning the assistance of car No. 58, got hooked on. When Tannehill street was reached the grip of car No. 58 got caught in one of the guide rails, causing the car to come to a sudden standstill. The passengers were toppled topsy turvy over each other. The women became frightened and screamed loudly The gripman, John Crooks, had one

wrist sprained and his arms badly hurt. Car No. 57 pulled the whole front end out of car No. 58 and continued on up the hill. The cable had to be stopped until repairs could be made. The grip and pilot house of car No. 57 were badly wrecked and both cars had to be laid off. Car No. 57 is the same one that struck the Fifth avenue cable at Wood street on Tuesday night and caused such a delay,
Car No. 22 on the Pittsburg Traction
Railroad broke a grip at the corner of Gist street and Fifth avenue, and delayed travel about 30 minutes last night.

#### MAKING THE WIRES SAFE,

A Little Contrivance Designed to Save a

Great Many Lives. No more deaths or serious accidents are expected from the crossing of dead wires of the commission here it will be called in with those of high voltage uninsulated wires which are used in the transmission of current for the motive power of street railway cars in this city. The street railway companies are adopting a recent invention which, the instant the dead wire comes in contact with the heavily charged wire gives an alarm at the power house and cuts the current until the dead wire is removed.

The wonderful little piece of mechanicism is termed by electricians a "cut-out." and consists of a piece of flat lead, cut heavy enough to resist the voltage or ampere resistance, and the moment the lines become short-circuited this lead fuses and breaks the circuit, thereby rendering the highly charged wires absolutely safe as far as the current is concerned.

### PICKED A LADY'S POCKET.

Frank McMahon Held to Court for Fine-Working in a Crowd. Frank McMahon was given a hearing be-

fore Magistrate Gripp yesterday afternoon on a charge of larceny from the person. Mc-Mahon was arrested Saturday afternoon by Detective Sol Coulson, at the postoffice corner, in the act of picking pockets. When searched at the Central station a lady's purse was found on him, which he said he had picked up on the street. A short time afterward a young lady, who had been standing on the aidewalk watching the Mechanics' parade, reported to the police that her purse, containing a sum of money, had been removed from her pocket. McMahon's only defense was that he had found the purse on the street. He was held in \$1,000 bail tor court.

### THE RAILROAD CENSURED.

Coroner's Jury Says Gates at Hazelwood Must be Worked.

The Coroner's jury which held an injuest on the killing of Prof. Stevenson, at a Hazelwood crossing of the Baltimore and Ohio Railroad, vesterday rendered a verdict of accidental death. It was recommended that the Baltimore and Ohio Company should operate the safety gates at both the cross-ings in Hazelwood, placing men in charge them. Gates have been erected there, but have not been worked. It was also recommended to City Coun-cils that they should compel the erection and operation of salety gates at all grade crossings in the city.

## WHAT PEOPLE ARE DOING.

Some Who Travel, Some Who Do Not, and

Others Who Talk. -James F. Burke, the stenographer, yesterday received notice that he had been appointed official stenographer for the National Convention of Republican Clubs, to be held in Nashville, Tenn. March 4. Mr. Burke will leave for Nashville Sunday night with the Pittsburg delegation.

-Superintendent Pease, of the Westinghouse Electric Company, went East last evening. Mr. Pease said it was not true that Mr. Westinghouse had closed the deal for the New York subways, but it was certain that he would -Jerome Wheelock, of Boston, the in-

ventor of Wheelock's steam packing for en-gines, is at the Duquesne. He is a fine looking old man with long white hair and a beard of -Ex-State Senator J. W. Lee, of Frankin, went to Philadelphia last evening to take testimony in an oil case against the Pennsyl-vania Railroad. He declined to talk politics. -J. H. Russell, of Toleco, and ex-Col-

lector of the Port at Erie, A. A. Plumer, of Franklin, are among the guests at the Ander-A. French, the spring manufacturer, left for San Antonio last night to spend a mouth there. He was accompanied by his son.

# NO WIRE ROD TRUST

The Antipathy of President John W. Gates Said to be the Cause.

WHAT THE SECRECY WAS ABOUT. An Official Confirmation of the Removal of the Fort Pitt.

THE PRICES OF IRON WILL NOT GO UP

As stated in THE DISPATCH yesterday the Wire Rod Trust "has gone up the spout." All efforts to form an association were of no avail, and the manufacturers who gathered here to organize have departed for their homes.

Last Friday THE DISPATCH announced the fact that the wire rod manufacturers of the country were trying to form an association for the purpose of protecting the trade. When the manufacturers arrived in this city on Monday they stated that they were here on different objects. Some of them said they were in this vicinity to inspect their coking interests. Others said they were here to hold a meeting of the Beam Trust, and not a few said they would take some action on the proposed reduction in the tariff on steel rails.

One of the manufacturers stated to a DIS-PATCH reporter yesterday that the real object of their gathering was to take the last step toward the formation of the association. A spirited meeting was held, and everything was not harmonious. It was found that John W. Gates, of St. Louis, President of the Braddock Wire Company, was not taking such an active part in the formation of the last combination as he had in the Federal Steel Company. Various causes were assigned for this. It was stated that Mr. Gates was lukewarm to the scheme on account of the way the other combination was knocked into a "cocked hat." When the organization of the Federal Steel Company was under way it was decided by those pushing the scheme to make Mr. Gates President of the company, and George W. Douglass, of the Iowa Barb-Wire Company, at Allen-town, Pa., Treasurer. The heavily interested manufacturers in the combination, such as Carnegie, Phipps & Co. and the Cambria Iron Company, it is said, held back on account of the selection of officers. Notwithstanding this they recognized the importance of a combina-tion, and as soon as the Federal Company had turned in its grave, they began to agi-tate the organization of another combination

which would not take in any but manufacturers of wire reds. The other combination proposed to take in all wire rod, fence and nail manufacturers.

When the last meeting was called, it was generally know that Mr. Gates was not in sympathy with the combine, and as it was necessary to have his company in, the other manufacturers were somewhat perplexed. Some of them wanted to go ahead with the combination and leave the Braddock Wire Company out, but this was found to be impractical. After considerable discussion on the matter it was finally decided to let the combine fall hard enough to break it, and

#### TO CHANGE THE TAXES.

Suggestions Asked for Presentation to the

Revenue Commission, Secretary William Martin, of the Amalgamated Association, who is a member of the State Revenue Commission, arrived home yesterday morning from the two days' necting of the commission in Philadelphia. The name of the organization is somewhat of a misnomer. The commission was created at the last session of the Legislature for the purpose of compiling and recommend-ing a uniformity of the general tax laws. This applies to local as well as State taxes. At the last meeting recommendations were received from several prominent people in

the Eastern part of the State. The next meeting will be held in Harris-burg on the 18th and 19th of next month. If the people of this section desire a meeting the latter part of March or April. Secretary Martin says if anybody wants any changes made, address him at No. 512 Smithfield street.

### PUSHING THE WORK.

Mr. Tyler Says His Washington Mill Will be

Finished April 1. Mr. W. P. Tyler, the late Boston pipe manufacturer, who is locating in Western Pennsylvania, now registers his address as Washington, Pa. He was at the Duquesne last night. Mr. Tyler said that he had sold all the pipes he had made, and he expects to start his new works at Washington April 1. They are already under roof, and the

machinery is being put into position. Mr. Tyler has been through the Mahoning and Shenango vallevs, looking up skelp iron. Most of this iron is made east of the mountains, but he found some men who were willing to produce it. He reports business as dull in the valleys. People about Warren and Youngstown, he said, asked him why he ignored such good railroad towns and preterred Washington. Mr. Tyler said he replied that Washington had the railroads and the gas, and the latter was what Youngstown and Warren didn't have.

# WILL REMOVE THEIR WORKS.

The Fort Pitt Giass House to be Transferred to Jennnette.

Several months since it was announced in THE DISPATCH that the Fort Pitt Glass Works would be removed to Jeannette. At the time the report was denied by members

It now transpires that the announcement was true in point of fact inasmuch as Messrs. Zimmerman & Blair, proprietors of the works in question, were in Jeannette during the past week and consummated arrangements for removal to that place. A deal with the North Jeannette Land and Improvement Company has been negotiated, by which a consideration in the shape of land has been conceded them on which will be erected 25 dwelling houses and a plant. in which white, open colored ware and their other specialties in table and ornamental

#### SUNDAY SCHOOL CONVENTION. Meeting of Lutheran Workers to Discu

Plans and Methods. The second annual Sunday school convention of the Middle Conference of the Pitts-burg Synod of the Lutheran Church closed in session last evening consisted of discussions on "How to Obtain a Model Sunday School." Essays on qualified teachers, efficient officers, necessary supplies and other require-ments were read and discussed by the mem-

bers of the convention. The morning and afternoon sessions were devoted to reports and addresses, Rev. J. L. Waters presided.

American Flints' Executives. J.F. Hinckley, Vice President of the Amer-Sailor, member of the Executive Board from Philadelphia, arrived in the city vesterday morning. Mr. Hinckley stated he was here merely on a visit and was not traveling on any official business. He stated that the green blowers' strike in the East was prac-

The Charges Are Dropped. Word comes from Philadelphia that the the head of a man upon him and with the charges preferred against Joseph L. Evans by James Campbell at the last General As-sembly of the K. of L. have been dropped by the General Executive Board.

THE DIRECT STREL PROCESS.

Experimenters Are Not Sure That the Re-

sults Are Satisfactory. Thomas S. Blair, Jr., Superintendent of the Premier Steel Works, of Indianapolis, returned to that place last evening. In this plant the Adams process of making open hearth steel directly from the ore is being tried. In speaking of the work, he said :

"We are not going crazy over the process or making wild claims. It is only an experiment, and we don't know ourselves what the outcome will be. We can't tell yet how much the steel costs us per ton, but as nearly as we can figure the cost is about the same as the Bessemer. The only advantage we have so far is that the steel made by the direct process is of better quality than its rival. We are not trying to conceal anything, and the exaggerated reports of the process that have crept into the papers come from engineers and men on the outside who visited the works. Anybody who goes there can inspect the process, and we gladly give all the information we can.

"The DePauws had a mill in Indianapolic in which they had in world \$100,000.

apolis, in which they had in vested \$600,000. On account of the location they couldn't compete with Eastern manufacturers. They didn't care to lose the money, and they thought they saw a chance of realizing on their investment by introducing the new process. They are now making 200 tons of steel per day, but we can't tell anything about it yet. There the matter stands for the present, though we hope we have struck a good thing."

#### NO GENERAL ADVANCE.

Prices of Iron and Steel Products Wen't Go Up, Says Mr. Potter.

Mr. O. W. Potter, of the Illinois Steel Company, with his partners, returned from the inspection of the company's coke plant last evening. Mr. Potter stated that he found everything in a satisfactory condi-tion. He said he didn't believe there would be a general advance of 5 per cent on steel products as reported on the streets yester-Mr. Potter stated quite positively that steel

rails would not be pushed up.
Concerning the proposed change of base for fixing wages said to be advocated by the Amalgamated Association, Mr. Potter said: I hope there are enough conservative men in the organization to stop such a move-ment, if one is on foot. The men should be willing to stay with the market. If it goes down, they should go back with it, and, if an advance comes, they should receive their share of the benefits. Still, we don't worry much about the wage question. We wait until it is presented to us, and then we act. I can assure you that in none of the recent iron and steel conferences held in this city was the wage problem discussed." INDIANA COUNTY COAL.

#### Operators Are Leasing Land and Bullding Coke Qvens.

Mr. J. M. St. Clair, of Homer City, is at the Seventh Avenue Hotel. Mr. St. Clair says the coal lands of Indiana county will soon be developed in a satisfactory manner. The Pennsylvania road is ramilying the county with small branch roads, and connecting them into one system. The coal makes good coke, and J. W. Moore, of Greensburg, and J. M. Guthrie, of Indiana, are going into the business on an extensive

Mr. Moore recently leased 800 acres of land, and secured an option on 1,500 more, some of which he has thrown up. Mr. Moore is now building 200 coke ovens. Mr. Guthrie has bought outright 2,200 acres of land, and has leased 1,800, thus controlling 4,000 acres. The Indians people think they will some day rival the Connellsville region in the production of coke, Mr. Guthrie is building 50 ovens.

#### TO BEGIN ON MONDAY.

The Halnesworth Plant Will Start Up With 200 Men.

The old Hainesworth mill, at the corner of Smallman and Twenty-sixth streets, will start up on Monday with a force of 200 men. The mill was recently purchased by the Olivers' firms, and will be put on a specialty of making steel billets from four inches down. It is said that this is the only mill in the country that will be run on this specialty.

The plant has been refitted with new appliances, such as hydraulic cranes, etc., and most of the product will be used in the Oliver wire mill.

Commander Read Opposed to Issuing Indiscriminate Pensions. Dr. Joseph S. Read, the National Comnander of the Union Veteran Legion, has been visiting friends in Allegheny for sev-

AN OLD PITTSBURGER.

eral days. The doctor returned to his home in St. Louis last night. He is well known in Pittsburg, his father being Dr. J. L. Read, who was killed in the Willey building disaster.
"The Union Veteran Legion," he said, "is opposed to the indiscriminate issuing of pensions. The only ground on which a pension should be based is actual wounds re-ceived in the service, and not diseases contracted since the war is over, or while it was

#### in progress. BRAZILIAN PLANT LIFE.

Col. T. P. Roberts Reads a Paper at the Botnulcul Society's Meeting. Colonel T. P. Roberts read a very interesting paper before the Botanical Society

last night on plants of Brazil and other matters, the data of which he collected during his sojourn in that country about 20 years ago.

The discourse was illustrated by drawings and sketches of various forms of plant life together with specimens. An interesting collection of ferns from New Zealand was also on exhibition.

# A Long List to be Examined.

The Pharmaceutical Examining Board omposed of Messrs, Will S. Jones, F. H. Eggers, Joseph F. Neeley, Perry Gleim, and Profs. Stevens, Blanck and Koenig, will hold examinations for this year's class of the College of Pharmacy next week. The class numbers 65, of whom 35 are seniors,

The Ordinance Becomes Law. Mayor Pearson, of Allegheny, last night affixed his signature to the Pittsburg, Allegheny and Manchester Street Railway ordi-

The Wonderful Child Pinnist.

Every lover of music has read of the tion of the Middle Conference of the Pitts-burg Synod of the Lutheran Church closed in Grace Reformed Church last night. The no one has appeared who even faintly could To be fitted in a pair of Cain & Verner's approach him. It was reserved for our time and generation to be favored with a child genius, second only to that of Mozart. It is Otto Hegner we speak of—the musical in-fant phenomenon of the age. It is wonder-ful enough to have a mere child like Otto Hegner perform the most difficult modern and classical compositions, with the most masterly skill, power, expression, and a ripe and finished conception worthy of the ripes musical scholar, but to hear that same child ask the audience for a theme, an air, and then to elaborate, work it up, vary it in ican Flint Glass Workers' Union, and J. V. every possible artistic and fantantistic way, and weave it into a harmonious well-developed musical poem, on the spur of the moment, and without previous preparation—this, we say, is a veritable musical revelation; an achievement which has not been known since the days of the great Mozart, tically settled and the men appreciated the aid rendered them by the Pittsburgers. Otto Hegner must be heard and seen, otherwise no one could be made to believe that it is but a mere child playing, but with

soul of a full-fledged artist in his little body. He will perform at Old City Hall, Pitts

burg, Friday evening, March 7. Go to Kleber's for tickets.

# NEW MEANS IN VIEW

The Oil Operators Say Their Business

Must be Protected.

SOME RARE SPECIMENS OF LEASES Interesting Meeting of the Producers Held in the Exchange.

THE SUPREME COURT STIRRED THEM

The oil producers met yesterday in the P. S. & M. Exchange building, after the afterneon stock call, for the purpose of devising me ans to get away with (as one outsider put it) the farmers and the Supreme Court. There were present W. J. Young, of the Anchor and Forest Oil Companies; J. M. Cooper, of Guffy Bros.; J. A. Buchanan, of the Vandergrist interest; Ed Jennings, P. E. Calhoun, of Calhoun, Jennings & Co.; Joe Craig, of the Chartiers Company; C. H. Craig, of the Hazelwood Oil Company: George Heard, of the West Virginia Com-George Heard, of the West Virginia Com-pany; Joe Millison, of Bakerstown; J. P. Cappeau, H. E. Wilson, W. L. Curtis, Bradford; W. S. Watson, Thomas Liggett, Samuel and William Galev, N. S. Steven-son, Asa Say and A. G. Hatry. Mr. Buchanan presided.

The meeting refused to allow reporters and outsiders generally to be present. Individually they reported that they had merely talked over the situation, without taking

any action, and adjourned to meet again at the call of Joe Craig.

The cause of commotion is the case of Wills versus the Manufacturers' Gas Com-pany, in which the Supreme Court decided that when a lease was made the lessee cannot throw it up at his pleasure, but must pay his rent until the expiration of the term, unless products as reported on the streets yester-day. The advance or 5 per cent in wrought iron pipes was responsible for the rumor.

Mr. Potter stated quite positively that steel

The agreement. The object of the meeting was to agree upon a plan to have the matter agreement.

The object of the meeting was to agree upon a plan to have the matter agreement.

again orought before the Supreme Court.

There are some people who say this looks all well enough on the face of it, but they call attention to the tricks that have been sometimes played on the grangers. For instance, one of them granted a lease; the lessee agreed to put a well down within a certain time or pay rent subsequently, or some other consideration, and if it then did not suit him to drill, he threw up the lease. Meantime, he perhaps drilled all around the farmer, and thus condemned his territory. Meantime the farmer was tied up, and could not lease to any one else, and perhaps for years had a shadow on his title for which he received nothing.

Some of these arrangements were so

crude that it seems strange that anyone could be taken in by them. Mr. L. G. Linn tells of one that ties up a large amount of territory on Glade run. The lessee agreed to drill within eight months, and after that, if he didn't, to pay \$1 an acre rent per year. He is obligated to drill a well on "some lease." What one is not known, and interminable lawsnits are threatened. A field man has tied up a large amount of territory in the vicinity of Duff City. The company he represents is obligated to drill

as soon as gas or oil is found in the neigh-borhood. The question that arises is, what is the extent of the territory legally com-prised in a neighborhood. As might be expected, the man who has stirred up all the trouble, Wills, is a lawyer, and not a farmer. He once practiced law in this city with the late John Coyle, then went to Washington, and is now a

resident of California.

A SERIOUS RUNAWAY. Iwo Men Badly Injured on Forbes Avenue.

Last Night. Robert McMunn and Stephen Newburg were removed to the Homeopathic Hospital other kinds. last evening in a badly injured condition. the result of a runaway on Forbes avenue. It appears that the gentlemen in question were riding in a two-horse rig, when the team became frightened and ran away, Newburg jumped and received a severe cut and \$1. on the head and numerous bruises. McMunn remained until the vehicle ran

into a lamp-post smashing the first and throwing McMunn against a fire-plug breaking his right leg in two places and injuring him internally.

At the February meeting of the Alle-gheny County Medical Society, the follow-ing preamble and resolutions were unani-

isly adopted: WHEREAS, Since the last meeting of this ociety one of its most valued members, Dr. J. A. Oldshue, has been removed by death,

Resolved, That by this dispensation this

ociety has lost one of its most esteemed nembers, the city an efficient officer, and the community an enterprising and honored

citizen; Resolved, That an appropriate obituary notice be prepared and published at an early Resolved, That these resolutions be recorded on our minutes, and that copies of the same be furnished to the press and to the

Be Onick To secure a pair of shoes cheap, at Cain & Verner's.

family of the deceased.

New Curtains of Every Description Received every day. Better values than ever before shown.

Jos. HORNE & Co.'s Penn Avenue Stores.

Be Qinck

To secure a pair of shoes cheap, at Cain & Verner's. Men's Fine Suits \$10. Make it a point to see the very fine men's mits we are selling at \$10 to-day. They are serge-lined, tailor made and manufacts from cheviot, cassimere and diagonal. Call and be fitted with one of our great \$10 suits.

P. C. C. C., cor. Grant and Diamond sts., opp. the new Court House. Solled Shoes Less than cost. CAIN & VERNER, Fifth

They are made in either sacks or cutaways.

avenue and Market Beautiful, New French and English cretonnes. Most popular for curtains. JOS. HORNE & Co.'s

Penn Avenue Stores.

soiled shoes; going cheap.

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Dr. McLane's Celebrated LIVER PILLS. They strengthen the weak and purify the

BLOOD.

They are prepared from the purest

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materials and put up with the great-est care by FLEMING BROS. PITTSBURG, PA.

Be sure you get the genuine. Count-erfeits are made in St. Louis.

APPARENTLY FATED.

Southside Family's Sad Visitation by the

Fatal Grip. There is distress in the home of Jared Thomas, who lives in the Twenty-seventh ward, at the head of South Twenty-eighth street. Six years ago Mr. Thomas' family consisted of himself, his wife and two children. The youngest child, a bright girl of 5 years, became afflicted with la grippe. After a week's illness she improved somewhat, and then bad a relapse which ended

her life in two days' time. The day following little Elsie's funeral Howard, the only son, aged 8 years, took when he too died, leaving the parents com-pletely distracted with griet. Mrs. Thomas is now lying almost at the point of death with a severe attack of pneumonia, and the husband imagines the entire family is doomed.

Mr. Thomas is a mill worker, being em-ployed at Jones & Laughlin's works. He has been a resident of the Twenty-seventh ward for several years.

TWO SUICIDES IN ALLEGHENY.

Both Germans, One by Paris Green, the Other by the Pistal.

Two suicides occurred on the Northside vesterday. Early in the morning Joseph Chuchvalec, a tanner, living at 138 Branch street, Troy Hill, died from a strong dose of paris green. He had for some time been laid up with inflammatory rheumatism and suffered much pain. His wife in the morning found him mouning and writhing. Dr. John E. Davidson was called. He came too late. Chuchvalee was able to say thas he was tired of living and wanted to die. He expired five minutes later. The couple

had no children, and this was given as a probable reason for the rash act. William Schumaker, a man 54 years old, living on Humboldt street, on Spring Hill, shot himself in the temple late vesterday afternoon. He was found dead, about 50 rods from his home. Mr. Schumacher was a well-known con-

ractor, and a member of the Poor Board of

JOS. HORNE & CO.'S

PENN AVE. STORES.

PITTSBURG, Friday, February 28, 1890.

EVERYTHING-That's the long and short of the Stocking story. Everything worth west-

ing is here, and you are not looking for the

HOSIERY.

Many styles Ladies' Fancy Cotton Hose, 250 Endles' Fast Black Hose, 25c, 35c, 59c, 75c

Ladies' Ribbed Lisle Hose, all colors, 50c Two-toned Fancy Lisie Hose at 75c. Ladies' Silk Plated Hose, black and all colors, at 75c

Special Ribbed, fast black, Cotton Hose, at And a most exhaustive stock of Ladies' Hosiery, including every novelty and fancy

Pure Silk Hose at \$1, special values.

CORSETS.

conceit of fashion in footwear up to \$16 a pair,

All the good cornets to be found anywhere else are here, and some not to be found else.

HER MAJESTY'S Corsets, guaranteed not FASSO Corsets, the finest French Corset

made, and not shown anywhere else between

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Philadelphia and Chicago. All the various styles of GLOVE-FITTING

P. D. Corsets, white and black, GLOVES.

Our own "No Name," five-button scolloped ton, made especially for us. The finish of this season's importations is better than ever before -narrow embroidery. Shades: Tan, Mode, Brown, Blue, Gray, Bronze, Green, Black,

Our eight-button Suede Mousquetaire "Ab-

bott" at \$1 50 a pair. The shades are more beautiful than ever before; Light Tans, Dark Tans, Modes, Grays, Our See Biarritz Kid and Suede Gioves sell

on sight. All colors and black. The acknowledged BEST French Glove imported to this country is the "Jouvin," and we are the sole agents for Western Pennsylvania

for this glove. Our Glove Department is replete-complete

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