# IMPROVE THE ROADS.

The Dispatch Expedition Warmly Encouraged by an Able Writer.

NEGLECT THAT IS CRIMINAL.

The Enormous Loss Sustained by the State Through Mud-Locked Highways.

# HINTS FOR THE NEW ROAD COMMISSION

IWEITTEN FOR THE DISPATCH. The recent recommendations of Governor Hill, of New York, as well as previous suggestions by the Governors of Massachusetts, Penosylvania and New Jersey to the Legislatures of those States, advocating improved State legislation on the question of public

highways, as well as the subsequent action of some of these States in this matter, together with the active efforts for reform advocated by certain enterprising representatives of the press in these States, and especially the original method of presenting the subject as adopted by THE DISPATCH, seem to indicate that public thought is being aroused to the necessity of some revision of our present system of road maintenance and construction America is sadly behind all European

nations in the science of road building and road legislation. England, Germany, and notably France, possess highways ramifying the entire country which would do credit to many an American city. Foreigners express the greatest surprise, not more at our usual prodigality in expenditure than at the indifference which we manifest in the subject of good country roads. In ancient States highways and media for transportation were reliable indices of a nation's pro-gressiveness. Rome in her palmiest days devoted her best energies and public reve-nues to the construction of durable roads, and even to-day in Peru are found road-ways constructed by the Incas hundreds of years ago which surpassed in their construc-tion anything which the present day can

### THE BOADS A LIVE ISSUE.

Our energy has been so much absorbed with the construction of railroads, water-ways and the like, that country roads, the capillaries which supply the main ar-teries of railroads, have been relegated to a subordinate place. But the practical sense of the present day is beginning to assert itself, and the attitude assumed by a few progressive newspapers implies that there is a slight awakening to this species of neglect, which annually costs the State of Pennsylvania more than she expends for State im-

provements.

The immensity of this waste and the false policy which permits our roads to be so eglected has been made the subject of cor siderable study by political economists, and all are loud in their calls for reform in our system. Prof. R. T. Ely, one of America's most celebrated economists and an emi-nently practical writer, writes as follows of the waste which is caused by poor high

Our public roads which exist in the United States are the poorest which exist in any civilized country. The loss which this entails upon the agricultural community and the community at large is enormous. It requires more horse power to haul a given load a given distance, and the waste result-ing from the wear and tear of wagons and vehicles every year would amount to many millions of dollars. It was estimated some years ago that improved pavements in Ber-lin would save owners of horses, on an average for each horse, considerable over \$25. There are over 10,000,000 of horses in the

interest on \$2,000,000,000. "This is probably moderate, and the farmers will bear me out, I am confident, when I say that in this part of the United States at least \$15 per borse is a very low estimate for the annual saving which would result from excellent roads. The saving of vehicles must be added to horseflesh, and when it is remembered that with good roads one horse would often suffice where two are now necessary, and always two where three are now required, it will be admitted that \$20 . horse is not an extravagant estimate for the

AN ENORMOUS LOSS TO FARMERS. The above estimate is undoubtedly far too low for the western half of Pennsylvania, where the waste occasioned by poor roads is aggravated by the mountainous character of

he country.

In the tenth census an attempt was made to obtain some estimate of the cost of trans-portation of grain from the farm to the railroad, and the results varied from 20 cents to \$2 for hauling 100 bushels one mile, and the report on the subject stated that it was impossible for wheat to be grown at a distance of 20 miles from the railroad, as the cost of transportation would consume all the profits.

What a loss is thus inflicted upon all the outlying country not having railroad facilities! If this is true in the carriage of wheat how much more so is it true of those prodnets of greater bulk and more perishable nature. A New York writer recently writing on this subject has computed that a team on any kind of a permanent road, such as should be constructed in Pennsylvania could draw four times as much as on our present dirt roads in good condition. Com pute what a gain this would all be to the community, and when we consider that the ordinary Pennsylvania road, as it now is, is not always in good condition, that from September to May, or seven months in year, ordinary roads are either entirely impassable or practically so, we begin to see the urgent necessity of reform in our system

of road construction.

Why are those farms located near the eity so much more valuable than others, and why do farmers yearly abandon good farms to take up their abode in the cities? We need not look beyond our roads for an adequate cause. It must be a patent fact that agricultural lands near to a city are largely valuable because of ease of transportation of their farm products.

Improve these means of transportation,

either by macadamizing them or by sub-stantial and scientific dirt roads, and you will accomplish the same result as if the market were brought that much nearer to the farmer. You will thus increase t value of all ands and all farm products.

HOW TO ENHANCE VALUES. Basing an estimate upon the divergence in the value of lands accessible to a good market and those less advantageously situ-ated, it is not improbable that all the agricultural land in Pennsylvania would be enhanced in value from five to ten dollars per nere if good highways were built. On the sere if good highways were built. On the low estimate of five dollars per acre, the land alone, which amounts to 28,990,000 acres, would be increased in value \$133,950,-000; and when we add to the economy of horse-flesh, wear and tear of harness and vehicles, time, etc., we have a credit account which speaks volumes for some improved system

of highways. But the material welfare of the people should not more concern the legislator than the moral and intellectual improvement, and good roads would unquestionably de much to make residents of the country en-joy many of the influences of city life which now denied them. Were it easier to traverse the distance, farmers living within a radius of five to ten miles from the city, need not abandon their farms in order to enjoy the advantages of city schools and

Nor is the adoption of a permanent system of public roads beneficial to the rural population alone. In Pittsburg, for instance, if the roads leading to it would permit produce to be transported to it from twice the distance which it now is-and it could easily be done-manifestly the trade of the city would be vastly increased. Good trade is always contingent upon good roads and with such the year round, offering a market to the tarmer at any season, the benefit to the merchant would correspond to DREARY AND DISMAL benefit to the merchant would corresp the presperity of his customer.

PRESENT METHODS OF NO AVAIL.

Road legislation in the United States i backward. While on other questions of equal moment the advancing tide of civilization has been met with competent legisla-tion, on this subject practically no change has been made in our policy since colonia days, when the present system was the only one practicable. By our present method of local control roadways are often built where little needed and atterward permitted to fall into disuse; no classification or roads is made and public and private, county and township highways receive the same degree of attention. In addition to this, in laying of attention. In addition to this, in laying out a new road under the present regime of control by county boards, less thought is taken of grades and drainage than of utilizing that land which can be used in no other way. Under this system men are frequently appointed who, while practical enough no doubt, have had no previous experience in road building, and whose only qualification is that they are among the

largest taxpayers of the community.

None of the Pennsylvania towns, so far a I know, possess skilled engineers to lay out and construct roads; while instead they are determined upon by the Court of Quarter Sessious on a line fixed by six viewers of the

neighborhood, appointed by the court.

Is it to be wondered at that such hapharard legislation should result in ought else than the poorest kind of roads, especially when we consider that these roads are built and maintained by a labor tax under the supervision of an unskilled road master. ADDING INSULT TO INJURY.

Any attempt to remedy existing evils must necessarily entail the abolition of cor-rection of the present method or "working rection of the present method or "working out" road taxes. This has been suf-ficiently caricatured in the past to need no further condemnation. Omitting the fact that more time is consumed in telling stories, discussing politics, religion and local topics than upon the labor itself, the work accomthan upon the labor itself, the work accom-plished is usually so desultory and un-scientific that more harm is frequently done to traffic for months after than the eventual benefits resulting therefrom. Many a time has the writer seen roads left, heaped up with sods and other indigestible stuff which would not be removed for weeks, either be-cause the farmers could spend their time more profitably at other pursuits, or else their time had been worked out. The first and indispensable requisite neces

sary for any improvement at all in our roads is the employment of a competent engineer, possessing sufficient authority to plan and lay out all new roads and to direct all improvements which he may consider necessary to be made. This is a matter of prime neces-sity, and the cost of such an engineer would easily be saved by the more efficient direction of labor which would result. In addition to this every several adjoining townships, or at least every county, should possess a steam roller or road machine, which may be secured for \$5,000. Such a machine will pay for itself in a very short time, and scientific road builders maintain that good -for macadam roads are not to be hoped for as vet-cannot be constructed

without one.

It is extremely doubtful if any county can be induced to go farther than this in road legislation at present in view of the constant fear of increasing the burden of taxation which would be incurred. It is certain, however, that so long as our roads are maintained by our present methods, just so long will the highways of the United States continue to be the worst in the civil-

THE LEGISLATURE MUST LEAD. Prof. Jenks, who has made a detailed and exhaustive study of the system of road making in foreign countries, maintains that all initiative must come from State legislation, inasmuch as the rural population are very conservative of old customs and slow to incur any unnecessary expense. He suggests

That a State engineer or Board of Engi-United States; and if, to be quite within bounds, we place the annual saving which would result from first-class roads throughout the country at \$10 per horse, it would amount to over \$100,000,000, which is the but should work in concert so far as pos-

In addition to this board, each county should provide for an engineer, empowered with sufficient authority to lay out new highways when needed, repair old ones and determine all minor questions of width, grade and drainage. In order to reduce un necessary expense he might also be County

Surveyor.
The Board of County Supervisors, which now exists, should divide the county into road districts, which might correspond to townships. Each district should maintain one or two men, employed within the district upon the roads the entire year; who shall be under the direct surveillance of a district road commissioner, who should also be a competent man and answerable to

the county engineer.

This plan, which is substantially the same as many European countries have adopted, entirely abolishes the system of labor levy, unless it can occasionally be used in road construction or where made necessary by

repairs in the spring of the year.

The common objection to a system of this kind will of course be that of increased taxation from the employment of salaried officials. But when we consider the present wasteful system of labor, as well as the di-rect loss, together with the social effects resulting from our present poor means of communication, it must be conceded that even considerable additional expensewhich is not conceded as necessary—could not be incurred in a better way.

FRED C. HOWE.

## REDUCING PASSENGER RATES.

The Baltimore and Ohio Road Meets the Competition of the Electric Railway.

Division Passenger Agent E. D. Smith, of the Baltimore and Ohio Railroad Company, yesterday issued notice to the public that the company would reduce the local passenger rates to take effect May 1. The nost pleasing feature to patrons is something new in the way of ten trip tickets which may be used by anybody. The re-duction is from 15 to 20 per cent and will apply to all stations between this city and

The round trip Braddock rate will be reduced from 55 to 38 cents. The round trip rate to McKeesport is now 78 cents and will be reduced to 60 cents. The ten trip ticket to the latter point will cost \$2 90. The tickets are sold on a slight fraction above two cents per mile. The change was made to meet the competition from the Second avenue electric railway, which has cut heavily into the receive of the mile. heavily into the receipts of the erailroad company between this city and Hezelwood. The ten trip tickets are good for a year.

The Blues.

This is a synonym for that gloomy, harrass-condition of the mind which has its origin condition of the mind which has its origin in dyspepsia. All the ugly spirits that under the name of the "blues," "blue devils," "megrims" and "mulligrubs" torments the dyspeptic al-most ceaselessly, banish when attacked with Hostetter's Stomach Bitters, that, moreover, annihilates biliousness, constipation, chills and fever, kidney complaints and nervousness.

Every shape. Every size. Every cutting in our famous natural gas cut glass. We have every size from the largest punch bowl in the city, which we have, down to the dainty little finger bowls on hand. An inspection will instruct and edily you, at Hardy & Hayes', Jewelers, Silversmiths and Art Dealers, 529 Smithfield street. New

LARGE assortment of umbrellas, fine qualities of Windsor cloth with fine sterling silver handles, and silver on wood, in 26 and 28-inch.

HORNE & WARD, 41 Fifth avenue. LADIES' wraps and capes, a superb assortment, including the latest Paris novelties in cloth, silk and lace, new this week. HUGUS & HACKE

CABINET photos \$1 per dozen, prompt de-livery. Crayons, etc., at low prices. LIES' GALLERY, TISU 10 and 12 Sixth st.

The License Court Plodding Slowly Through the Townships.

WHOLESALERS IN BACKWOODS.

The Judges Will Reach the End of the Long List This Forenoon.

BOTTLING QUESTION TO BE ARGUED

The License Court continued yesterday to wade through the wearisome list of whole sale applications from the townships, In many cases Judge Ewing said that no wholesale houses were necessary, and that the applicants could not make honest livings. The list will be finished to-day. P. J. Wyke, Finley township, was called,

but did not respond. Judge White said that township had been a prohibitory district since 1869. Forward township was called. Robert Bennett, Benola station, on the McKeesport and Bellevernon Railroad, is a coal miner. The house which he expects to occupy was formerly a well-known river saloon called "The Gray Goose." A drunken man was once drowned near there, and it is reported that it has been the scene of fatal shootings.
J. P. Bolander, at Lock No. 3, is a bartender. Michael Divens, at Rearding Spring House, is a coal miner. Cyrus W. Gilmore is about a mile and a half above

Monorgahela City, on the east side of the river. He said: "Sometimes I have had a little too much, but I am getting older now." Henry Householder, just outside Elizabeth, is an ex-saloon keeper and has been convicted and fined for Sunday selling.

HAS A HARD NAME. William Harrison is at "Hell's Half-Acre," opposite Mouongahela City. He wishes to handle the Harrison whisky, made by his brother in Washington county. Andrew J. Keller is an ex-saloon keeper across the bridge from Monongahela City, and his brother, Lucillus A., applies for a house on brother, Lucillus A., applies for a house on the West Newton pike, nearly two miles up the river. Joseph Mentzer, an ex-saloon keeper, and Jacob L. Snyder, who now has a wholesale license, are both at Hell's Half-Acre. George W. Ramsey, a miner, is two miles down the river. Snyder got such a raking for selling in buckets that he has no chance to receive a license this year. John

Werner, O'Neil's station, is a brewer.
William Succop, of Freeport, and Joseph
A. Shaul apply for Harmar township, and there was but one in Hampton, Louis Simon. His father-in-law was recently convicted for running a speak-easy at the place for which

Louis applies.

After noon P. J. Wyke, of Finley township, presented himself. He did not believe that his township was prohibitory. Judge Ewing looked up the law, and found that an act of 1869 prohibited any licenses in that township. Mr. Wyke retired.

Harrison township presented 15 appli-cants, all of whom were located in Natrona except Nicholas Altmyer, who is at the southern end of the township near Tarentum. He has been bricklaying since the Brooks law persuaded him to close his sa-loon. The C. Bauerlein Brewing Company and D. Lutz & Son apply for storehouse and agency licenses, and will get them. Joseph Beltz is a teamster. Moses Dean withdrew his. Mrs. Barbara Dean was licensed in 1888. Afterward her license was revoked because she kept a disorderly house. Mrs. Dean said that she continued to sell, because she thought the revocation unjust. Felter

and Hammer withdrew. WANTS TO SELL STRONGER STUFF. Gustav C. Frank, the Tarentum pop manufacturer, has moved up to Natrona and wishes to deal in beer at wholesale. Joseph W. Luther, who has been brewing at Lock Haven for nine years, asks for a brewing license at Natrona. Henry Stamm, keeper of the Black Horse Inn. applies for both licenses. John H. Thomas possesses the only wholesale license in the township. The court found no fault with him. Stepher Conwell, Conrad Huth and Sidoine P. Jacques are ex-saloon keepers with weak records. Captain John R. Wilson is an axmaker. Wounds inflicted in the Civil War have at last incapacitated him for work. In Lower St. Clair township Frederick Hampe, who has a wholesale license, was

told that he should consult a lawyer. John Schirra and Peter Schmitt submitted their cases on their retail examinations. In Jefferson township the Large Distilling Company was one of the applicants, the other being John Werner, a brewer. Samuel S. Meanor, 66 years old, and post-master at Stoop's station, is the only applicant for Moon township. He agrees to sign from the postoffice if he is licensed.

Judge Ewing said: "Your application runs counter to the sentiment of nine-tenths of the decent people of your township."

There were 13 from Mifflin township. Thomas Bain said that his wife kept boarders and he did nothing. While he lived in West Elizabeth he was three times returned for keeping a speak-easy. Joseph Frankfuther is now employed in the wholesale house of Weiler Bros., who are his uncles. William J. Dorsey kept a salcon at Pine Run for 20 years. Robert C. Henat Pine ista for 20 years, derson is a one-eyed man, who has been engaged in the bottling business in McKeesport. Albert E. Jones, a well-to-do bricklayer, has been years in the United States, was naturalized only last September. Jacob Rueshe, a stonemason, is brother to a man who has been granted a retail license in Homestead. Rudolph Runk was in the wholesale business for 23 years, with the best houses in Pittsburg. William Spowart and John Leindecker have formerly been in the saloon business. Albert Wilbert has

A RETIRED BREWER. Melchoir Wolf is a resident of West Elizabeth, worth about \$20,000, applying for a building in the old camp ground, at Cochran station. He was, a long time ago, in the brewing business in West Elizabeth. Peter Zewe, the last man in the township, is

located at "Dutchtown."
In North Versailles there were five applicants. Joseph Conroy, near Brinton, is an ex-saloonist and a coal miner. James Kearney did not appear. Joseph Knuff, Wilmerding, is a dairyman. The mer-chants in the town have signed a paper in his favor, but the East Pittsburg Improvement Company has protested against any liquor license at Wilmerding. John Luch-singer, Wall, kept saloon for 20 years and had a good record. John McCue, Port Perry, is sick abed and his wife appeared in his stead. McCue kept a liquor store prior to 1888, and his examination in April, 1888, was made a part of the evidence in the present case. Three of his neighbors, including the Justice of the Peace for the township, vouched for Mr. McCue's hon-

esty and sobriety. HE'S A TEMPERANCE MAN. Joseph Zwick, ex-saloon keeper, applies for O'Hara, and Angust Zeder, ex-saloon keeper, applies for O'Hara, and Angust Zeder, ex-saloon keeper, applies for Ohio township. Plum had but one, John Shillinger, and Reserve one, Robert Maurer. For Robinson township there were two, Mrs. Anna M. Hoffman, at the "Nine Mile House," and John C. Langert at Reministen who said the G. Leonard, at Remington, who said that he did not drink and belonged to a temper-

ance society.
Stowe township, McKee's Rocks, pre sented six applicants, Fred Gamble, G. H.
Lammert, G. N. Miller, Papencourt & McLaughlin, George H. Smith and Henry
Stormfels. Lammert, who has a wholesale
license, admitted that he sold to some speakeasies. Smith is an old river pilot, who gave up because of bad eyesight.

Court did not adjourn until 7:30 o'clock last evening. It was the longest session held. After the short list for to-day is finished, the Court will consider some reserved questions, among them the issuance of bot-tling license to brewers and the dispute over Verona borough.

See Our Suede Blarritg. Best cheap suede in the market. HORNE & WARD, 41 Fifth avenue.

### THE ELECTROCUTION.

Continued from Nineth Page. trivances on the wall, all meaning the ma-chinery of deeth; then the sitting in that merciless chair while the gripping leather bands are buckled about him, and all in the spectral glare of artificial light. Well, if he passes through that ordeal without a tremor it will be his child-like faith and his happy ignorance that will have supported

### VERY UNSATISFACTORY.

Many Appeals Expected From Decisions of License Court Judges-Divergence of Opinions on the Necessity for Saloons-

Local Option Preferable. Present indications are that there will be larger crop of liquor license appeals in this State this year than last. Things are shaping themselves that way at present, and though they will probably be mainly from the wholesale dealers, some of the outlying counties may send some from retailers.

Little Washington is depended on to furmish one of the latter class. Charles M. Bailey, whose name is familiar to many thousands in this latitude, asked for a li-cense for the Hotel Main. Judge McElvaine found that the hotel in question was one of good repute of 40 years standing, and while he regarded it as a necessity to the stranger in Little Washington and had been during all time he did not find the bar to be a necessity— that is, it was not a necessity within a necessity. The proprietor, some travelers, and also some citizens of the town took issue with His Honor on that question, and he suggested that the Supreme Court might be suggested that the Supreme Court might be asked whether spirituous, malt and vinous liquors were absolutely necessary to the well being of travelers.

The ruling of Judges Ewing and Magee

that they have a right to judge of the neces sity of wholesale houses in certain locali-ties, and to take into account the financial standing of applicants, which is also held by the Philadelphia courts to be within their purview, is strongly excepted to by quite a number of lawyers at the Allegheny county bar, but for obvious reasons they refuse to be quoted. They talk freely on condition that their names be not used, but expect to see the question numerously appealed for decision. They hold that the Judges have no power to consider any questions in this connection expect there. questions in this connection except those of character and citizenship, standing on the ruling of the Supreme Court in the Pollsrd

One lawyer holds that if a hotel be necessity, a bar may also be. He contends that to some people, especially Germans, a saloon is necessary to ensure them comfort. The morality of the matter is not for the judges to decide. That is to be determined by the people, who have already defeated the prohibition amendment. He thinks that the people at large would be better satisfied with a local option measure than with the Brooks bill, and it will come to that finally.

# A SEQUEL TO THE GIPSY STORY.

Sonh Palmer, the Murderer, Was a Relative of Annie Stanley. The readers of THE DISPATCH will renember the romantic death of Annie Stanley, a young Gipsy. The band to which she belonged was encamped up the West End run about a year ago. Annie died and the news traveled all over the country. A copy of THE DISPATCH fell into the hands of an intelligent Gipsy encamped with a band of rovers in the South. The name of E. R. Donehoo, the well-known Presbyterian minister, was mentioned in the article and the Gipsy wrote to Mr. Donehoo for further nformation in regard to the parentage of

Annie Stanley.

The reverend gentleman found that the writer, Noah Palmer, was a relative of Annie's, and furnished all the information at command. The sequel to Annie's death was the story printed on Friday, about Palmer killing his wife and children, and

#### then committing suicide. SAM JONES APOLOGIZES.

And Will Stamp the Feathers Out of Philadelphia for Mislending Him.

CHARLOTTE, N. C., April 28 .- Sam Jones preached three sermons to-day to audiences of 6,000 at each meeting in the Tabernacle. In the afternoon in a sermon to men 5,000 were present. The evangelist created a sensation and aroused indignation among the old citizens by denouncing the 20th of May celebration of the Mecklenburg Declaration of Independence as founded on a myth and nothing but drunken frolic. The 20th of May is a legal holiday in North

At the sermon to-night Mr. Jones said that his charge in the afternoon that the Mecklenburg Declaration of Independence is a myth, he had since learned was an egregious error. He apologized humbly for slandering a noble people, and said those Philadelphia people had imposed on him in the matter, and when he got back to Phila-delphia again he would stamp the feathers out of them for imposing on him about the Mecklenburg Declaration of Independ-

# ABUSE OF VETERANS ALLEGED.

Story of Harsh Treatment of lumntes of

a Soldiers' Home. ST. LOUIS, April 28.-A statement printed that the local Grand Army posts here are somewhat excited over reports which have been received about the management of the Soldiers' Home at Leavenworth, Kap. The reports relate chiefly to the treatment of the soldiers in the Home and a committee of three prominent Grand Army men has been appointed to investi-

gate the matter.

It is alleged that the veterans are com pelled to work in a private brickyard, adjacent to the Home, for 40 cents a day; that the "sweat box" and bucking and gagging are used as modes of punishment; that the mail of inmates is subjected to rigid scru-tiny, and that instances are on record where money mailed to soldiers has failed to reach them.

Charters Granted Yesterday. Charters were granted yesterday to the Mennerchor Hall Association and the German Guards Association of Pittsburg and Allegheny. An application was filed for a charter for the First Presbyterian Church of Crafton.

Don't run the risk of your cold getting well of itself—you may thereby drift into a condition favorable to the development of some latent tendency, which may give you years of trouble. Better cure your cold at once with the help of Dr. D. Jayne's Expectorant, a good healing medicine for all coughs, sore lungs and throats.

Eight-Button Mosq. Suede. Brown, slate, tan, mode, beaver, rose and sage shades. HORNE & WARD, 41 Fifth avenue.

Which Plane Shall I Ger? h! that's the question. But look up the merits of the renowned HARDMAN, the KRAKAUER, the VOSE and the KIMBALL PIANOS and you will find it an easy matter to decide.

These makes have no superiors in the world, and are acknowledged absolutely PER-FECT by artists and critics.

Their light, delicate actions and elegant cases, combined with their phenomenal durability, make them the most desirable. They are made to LAST A LIFETIME.

LIFETIME.

Pianos and Organs taken in exchange.

New instruments rented and rent applied on purchase. Our prices and terms are WITHIN THE REACH OF ALL. Instruments for sale on the lib-eral installment plan. Catalogues and full information mailed to any address. MELLOR & HOENE, Established 1831, 77 Fifth avenue.

# STILL AHEAD.

The Wonderful Success of Drs. Copeland and Blair in Treating

CATARRHAL TROUBLES IS UN-ABATED.

"A short time since the attention of the public was called to the remarkable success Drs. Copeland and Blair were having in their treatment of catarrh and all its various complications. Although imitators of their method of treatment and mode of advertising have spring up in various sections of the city, their feeble efforts have met with no success. Drs. Copeland and Blair still remain at the head, and their success is un-abated. Dr. W. H. Copeland is personally in charge of his extensive practice. To his skillful treatment and close attention to the various changes in the cases under his care, are due the wonderful results reached.

MISS SMITH'S STATEMENT. Since Dr. Copeland located permanently in this city, over one year ago, a week has not gone by in which a new statement of the proof of his wonderful skill has not been published. The individual case presented to the public this week is that of Miss Annie

Smith, of No. 338 Ella street (Bloomfield),



Miss Annie Smith, 338 Ella Street.

Miss Smith's trouble had extended over a Miss Smith's trouble had extended over a period of seven years, and to the writer she stated the following:

"My head and nose would stop up. My nostrils would clog first on one side and then on the other. There were roaring and buzzing noises in my ears. My eyes were weak and watery. I could feel the mucus dropping into my throat. I was constantly hawking and raising.

aising.
"A dry, hacking cough set in, which at times "A dry, hacking cough set in, which at times was so violent that my throat would become so raw and sore that I could hardly swallow.
"Sharp pains would shoot through my chest, extending as far as the shoulder blades. I had no appetite. They very sight of food caused a nausea in my stomach. Night sweats were added to my other troubles and weakened me terribly.

"I was while in this condition that I read of "It was while in this condition that I read of the wonderful success Drs. Copeland & Blair were having with cases similar to my own; so determined to see them. I did so, and, finding their charges even lower than patent medicines, placed myself under their care.

"Their treatment certainly performed wonders for me. I am now feeling as well as f ever did. My head and throat no longer choke up. The pains in my chest have disappeared, and the night sweats have ceased. In fact, to state it briefly, all the symptoms I mentioned have left me, and I owe my recovery to Drs. Copeland & Blair."

Miss Smith lives, as stated, at No. 338 Ella st.,

Miss Smith lives, as stated, at No. 338 Ella st., and this interview can be readily verified HOME TREATMENT.

Mrs. Robert Ramsey, of Washington, Pa., speaking of her successful treatment with Drs. Copeland & Blair, says: Every fall for the past five years I have been troubled with chronic five years I have been troubled with chronic dyspepsia. Have tried countless remedies and various physicians without any relief. I could not get ease from pain in any position I would assume. Every breath I drew was like a knife cutting me. I became weak and pale, losing greatly in weight.
Since I have been with Drs. Copeland &

Since I have been with Drs. Copeland & Biair all these symptoms have disappeared, and I now feel as well as I ever did.

Jacob Altmeyer, of Risher, opposite McKeesport, Pa., states: "I commenced treatment for my catarrhal trouble with Drs. Copeland & Biair on June 29, 1889. I now feel like a different man, and shall be pleased to state my case and recommend their treatment to anyone addressing me."

Mr. William Barnes, of Hickman, Pa., was afflicted with catarrh, and had lost all sense of taste and smell. He was under the care of Drs. Copeland & Blair, and now states: "I am perfectly well, and owe my recovery to their treatment."

treatment."

Mr. Harry Phillips, of Hulton, Pa., has this to say of his successful treatment for catarrh with Drs. Copeland & Blair: "I was in very bad shape, but now feel like a different being, and as well as I ever did in my life."

DOCTORS

# 66 SIXTH AVENUE.

Where they treat with success all curable case Office hours—9 to 11 A. M.; 2 to 5 P. M.; 7 to 9 P. M. (Sundays included). Specialties—CATARRH, and ALL DIS-EASES of the EYE, EAR, THROAT and LUNGS. Consultation, \$1. Address all mail to DRS. COPELAND & BLAIR, 66 Sixth ave., Pittsburg, Pa.

## A RAILROAD MAN'S TROUBLE

Mr. A. W. Douds, who lives at Turtle Creek Mr. A. W. Douds, who lives at Turtle Crees and is well-known among railroad men and employed by the Pennsylvania Railroad Company has also passed through untold misery from a diseased condition of his kidneys. He had a terrible pain across the small of his back, high colored urine, with a frequent desire to



ous. He was troubled his appetite was poor. He had cold hands and feet, and he felt weak and tired all the time. He continued to grow

DR. SHAFER.

DR. SHAFER.

DR. SHAFER.

With consumption. In speaking further of the matter he said: "I consulted Dr. Shafer, of the Polypathic Institute, about my kidney trouble, which he cured in a few weeks. He also gave me medicine for my lung disease, which I had considered beyond reach, but imagine my surprise and joy when I discovered that I had also been cured of my lung trouble. It is now three months since I took treatment, and not a single symptom has returned, and I never in all my life enjoyed better health than I now do. I am pleased to recommend Dr. Shafer to all who are suffering as I was.

All forms of kidney and urinary diseases, chronic diseases and surgery successfully treated.

Office hours 10 A. M. to 4 P. M., and 6 to 8 P.

chronic diseases and surgery successfully treated.

Office hours, 10 A. M. to 4 P. M., and 6 to 8 P. M. Sundays, 1 to 4 P. M. Consultation free and strictly confidential. Patients at a distance treated with success by letter. Send two 2-cent stamps for a question blank. The Polypathic Medical Institute, 420 Penn ave. Pitts burg, Pa. ap22-TTS

### **Brass Bedsteads!** FOR THE TRADE ONLY.

The Adams & Westlake Co., MANUFACTURERS.

CHICAGO. ap28-11-TTS DEAF NESS and HEAD NOISES CURED by Peak's Pat. Invisible Tubular Ear Cuali-

OFFICIAL-PITTSBURG. A N ORDINANCE-LOCATING JACKSON

As street, from Portland street to Haights avenue.

Section 1—Be it ordained and enacted by the city of Pittsburr, in Select and Common Councils assembled, and it is hereby ordained and enacted by the authority of the same. That Jackson street, from Portland street to Haights avenue, be and the same is hereby located as follows, to-wit: The west 5-foot line shall begin at a stone menument at the intersection. follows, to-wit: The west 5-foot line shall begin at a stone monument at the intersection of the west 5-foot line of Jackson street with the north 10-foot line of Portland street, distance 540.79 feet west from the west 10-foot line of McCully street; thence deflecting to the right 87 degrees 56 minutes 39 seconds in a northerly direction a distance of about \$40.00 feet to Haights avenue, and the said Jackson street shall be of a width of fifty (50) feet.

Section 2—That any ordinance or part of ordinance conflicting with the provisions of this ordinance be and the same is hereby repealed so far as the same affects this ordinance.

Ordaned and enacted into a law in Councils

so far as the same affects this ordinance,
Ordaned and enacted into a law in Councils
this 31st day of March, A. D. 1880.
H. P. FORD, President of Select Council.
Attest: GEO. SHEPPARD, Clerk of Select
Council. GEO. L. HOLLIDAY, President of
Common Council. Attest: GEO. BOOTH, Clerk
of Common Council.
Mayor's Office, April 3, 1890. Approved,
WM. McCALLIN, Mayor, Attest: ROBERT
OSTERMAIER, Assistant Mayor's Clerk.
Recorded in "Ordinance Book, vol. 7, page
396, 12th day of April, A. D. 1890.

N ORDINANCE-ESTABLISHING THE

A grade of Deary street, from Lincoln ave-nue to Larimer avenue.

Section I—Be it ordained and enacted by the nue to Larimer avenue.

Section 1—Be it ordained and enacted by the city of Pittsburg in Select and Common Councils assembled, and it is hereby ordained and enacted by the authority of the same, That the grade of the south curb line of Deary street, from Lincoln avenue to Larimer avenue, be and the same is hereby established as follows, to-wit: Beginning on the west curb line of Lincoln avenue at an elevation of 216.336 feet; thence rising at the rate of 1.6 feet per 100 feet for a distance of 1,017 feet to the east curb line of Montezuma street at an elevation of 225.61 feet; thence level for a distance of 30 feet to the west curb line of Montezuma street; thence falling at the rate of one foot per 100 feet for a distance of 1,110.93 feet to the east curb line of Larimer avenue at an elevation of 221.51 feet.

Section 2—That any ordinance or part of ordinance conflicting with the provisions of this ordinance be and the same is hereby repealed so far as the same affects this ordinance.

Ordained and enacted into a law in Councils this 31st day of March, A. D. 1890.

H. P. FORD, President of Select Council. Attest: GEO. SHEPPARD, Clerk of Select Council. GED. L. HOLLIDAY, President of Common Council. Attest: GEO. SHEPPARD, Clerk of Select Council. Attest: GEO. SHEPPARD, Clerk of Select Council. Attest: GEO. SHEPPARD, Clerk of Select Council. Attest: GEO. April 3, 1890. Approved: WM. MCCALLIN, Mayor. Attest: ROBERT OSTERMAIER, Assistant Mayor's Clerk. Recorded in Ordinance Book, vol. 7, page 408, 14th day of April, A. D. 1890.

INC. 398.]

AN ORDINANCE—RELOCATING WILL-Bailey avenue to the second angle east of Bailey avenue to the second angle east of Bailey avenue to the second angle east of Bailey avenue.

Section 1—Be it ordained and enacted by the city of Pittsburg, in Select and Common Councils assembled, and it is hereby ordained and enacted by the authority of the same, That William street, from the first angle east of Bailey avenue to the second angle east of Bailey avenue to the second angle east of Bailey avenue to the same is hereby relocated as follows, to wit: The center line shall begin at a stone monument situated at the first angle east of Bailey avenue: thence deflecting to the right 13 degrees. 39 minutes for a distance of 114.6 feet to a pin; thence deflecting to the right 13 degrees. 39 minutes for a distance of 126.56 feet to a pin; thence deflecting to the right 13 degrees. 39 minutes for a distance of 126.56 feet to a stone monument situated at the second angle east of Bailey avenue, and the said street shall be of a width of 49 feet, provided that before the provisions of this ordinance shall be carried into effect the said Pitsburg and Castle Shannon Railroad Company shall at once grade said William street on each side of their crossing for such distance and to such grades as may be directed by the Chief of the Department of Public Works upon the lines stablished by this ordinance, and shall file with the City Controller an agreement providing that said company will, upon the opening and improvement of said street, pay all costs and the increased expenses caused by changing the location of said William street, in accordance with this ordinance. And provided further, that if said Pittsburg and Castle Shannon Railroad Company shall fail to file the said sgreement within 30 days, as to do the required grading within 60 days after the passage of this ordinance, the provisions of this ordinance shall be void and of no effect.

of no effect.

Section 2—That any ordinance or part of ordinance conflicting with the provisions of this ordinance, be and the same is hereby repealed so far as the same affects this ordinance.

peases as a name of the control of the councils this 31st day of March, A. D.1890.

H. P. FORD, President of Select Council. Attest: GEO, SHEPPARD, Clerk of Select Council. GEO, L. HOLLIDAY, President of Common Council. Attest: GEO, BOOTH, Clerk of Common Council. of Common Council.

Mavor's office, April 3, 1890. Approved: WM.
McCALLIN, Mayor. Attest: ROBT. OSTERMAIER, Assistant Mayor's Clerk.
Recorded in Ordinance Book, vol. 7, page 406,
14th day of April, A. D. 1890.

NOTICE TO CONTRACTORS-Sealed proposals will be received at the office of City Controller until SATURDAY, the 3d day of May A. D. 1890, at 2 P. M., for the following, viz:

REPAVING. Edmond street Taylor street. Fourth avenue. orth avenue. Seventeenth street. Maddocks alley. Frankstown avenue.

Stanton avenue.

North Highland avenue.

Forbes street.

Wabash avenue.

GRADING, PAVING AND CURBING.

Omega street, from Reiter street to St. ndrews street. Lawn street, from Hamlet street to a point 466 feet westwardly.

Home street, from Butler street to Plumer Tioga street, from Homewood avenue to city line.
Melwood street, from Thirty-third street to Denny's line.

Jumonville street, from Fifth avenue to

on's line.
Railroad street from Twenty-first street to Railroad street, from Iwenty-litst street to Twenty-fourth street.
Linden street, from Penn avenue to Bruce and Haller's line.
Broad street, from Highland avenue to Collins avenue.
PAVING AND CURBING.

Fifty-second street, from Dresden alley to Duncan street. Corday alley, from Cedar street to Edmond Basin alley, from Washington street to Elm Home street, from Stanton avenue to Mc-Candless street.

Kent alley, from Fifty-second street to Stanon avenue.

Wallingford street, from Neville street to Barton street.
Amberson avenue, from Fifth avenue to
Pennsylvania Railroad.
GRADING AND PAVING. erva street.
Fox street, from South Twenty-first street to South Twenty-second street, Mahogany alley, from Essex alley to Laurel

Mahogany alley, from Essex alley to Laurel street.

Twenty-second street, from Railroad street to a point 250 feet north.

The paving of the above named streets to be either with block stone, vulcanite, asphalt, irregular block stone or cobble stone, and bids will be received for each kind of pavement.

Macadamizing Emily street, from Craft avenue to Halket street.

SEWERS.

Madison avenue, from Jefferson street to Herron avenue, 15 and 18-inch pipe.

Susquehanna street, from Novelty street to Murtland street, 15-inch pipe.

BOARDWALK.

Holt, Summer and Barry streets, from Ster-

Holt, Summer and Barry streets, from Ster-ing street to Josephine street.

Plans and specifications can be seen and banks for bidding can be obtained at this office.

Each proposal must be accompanied by a bond, with two sureties, probated before the Mayor or City Clerk.

The Department of Awards reserves the right to reject any or all bids. to reject any or all bids.

E. M. BIGELOW,
Chief of Department of Public Works.
ap33-22 OFFICIAL-PITTSBURG.

N ORDINANCE-GRANTING UNTO A the Federal Street and Pleasant Valley Railway Company, its lesses, successors and assigns, the right to enter upon, occupy and use certain streets and highways, and to use animals, cable or electricity as a motive power, with the right to change the same and to lease

certain streets and highways, and to use animals, cable or electricity as a motive power, with the right to change the same and to lease its franchises or property or either.

Section I—Be it ordained and enacted by the city of Pittsburg, in Select and Common Councils assembled, and it is hereby ordained and enacted by the authority of the same. That the Federal Street and Pleasant Valley Railway Company, its lessees, successors and assigns shall, in addition to the privileges heretofore granted, have the right and is hereby authorized to enter upon the following named streets and highways, to-wit:

Beginning at a point on its main line at the intersection of Duquesne way and Ninth street; thence along Duquesne way to Seventh street; thence along Duquesne way to Seventh street; thence along Duquesne way to seventh street; and thence, with the consent of the Allegheny Traction Company, to use and occupy its tracks over and along the following named streets and highways, to wit: Along Seventh street to Liberty avenue; thence diagonally across Liberty avenue to Sixth avenue, and thence along Sixth avenue to the intersection thereof with Smithfield street, and upon sald streets and highways use and operate its cars and to connect its tracks with the tracks of the said railway company at the intersection of Ninth street and Duquesne way, and also connect such tracks with the track of the Transverse Passenger Railway Campany, and also connect such tracks with the track of the Transverse Passenger Railway Campany, its lessees, successors and assigns shall have the right and is hereby authorized to use in, under, over and along such streets and highways within the city of Pittsburg as it is now or hereafter may be authorized to operate its cars, animal, cable or electric power, either or all of them, and from time to time to chance from one to the other over the whole or any portion of the route of said company, it shall also have the right and is hereby authorized to operate its cars and in such streets and highways m

supports as said company may deem convenient for the support or maintenance of such overhead system. Provided, however, that all the rights granted by this ordinance shall be under and subject to the provisions of a general ordinance of the Councils of the city of Pittsburg entitled "A general ordinance relating to the entry upon, over or under, or the use or occupation of any street, lane or alley, or any part thereof, for any purpose by passenger or street railway companies, or by companies operating passenger or street railways, and providing reasonable regulations pertaining thereto for the public convenience and safety," approved the 25th day of February, A. D. 1890.

Section 3—Whereas, the Councils of the city of Pittsburg have heretofore granted unto the Transverse Passenger Railway Company the right to construct, maintain and operate its railway with single or double lines of track from the intersection of Smithfield street and Sixth avenue; thence along Sixth avenue to Liberty avenue to Seventh street, and thence along Seventh street to the southern end of the North Side bridge:

And, whereas, the rights of the Transverse Passenger Railway along the aforementioned portion of its route have been transferred to and have become vested in the Allegheny Traction Company;

And, whereas the Federal Street and Pleasand Valley Passenger Railway Company in pursuance of a contract by it made on June 7, 1888, in relation to the use of that portion of the route of the Transverse Railway Company before mentioned have since that date been using said portion of said route:

Now it is provided that the rights and privileges granted by this ordinance in so far as they relate to the entry upon, use or occupation of said streets and highways included within the route of the Transverse Passenger Railway Company shall have the right and consent is hereby given to said company to lease its property and franchises or either to any incorporated traction or motor power company which may desire to operate the right and consent i

AN ORDINANCE—ESTABLISHING THE graze of Ochil alley from Thirty-third street to Hancock street.

Section 1—Be it ordained and enacted by the city of Pittsburg, in Select and Common Councils assembled, and it is hereby ordained and enacted by the authority of the same, That the grade of the center line of Ochil alley, from Thirty-third street to Hancock street, be and the same is hereby established as follows, viz.: Beginning at the west curb of Thirty-third street at an elevation of 191.9 feet; thence rising at the rate of 3.11 feet per 100 feet for a distance of 226.5 feet to the east curb line of Harding street at an elevation of 198.32 feet; thence level for a distance of 22 feet to the west curb line of Harding street at an elevation of 198.32 feet; thence level for a distance of 25 feet to the east curb of Harding street at an elevation of 198.32 feet; thence rising at the rate of 5.68 feet per 100 feet for a distance of 250 feet to the east curb of Hancock street at an elevation of 212.54 feet.

Section 2—That any ordinance or part of ordinance conflicting with the provisions of this ordinance be and the same is hereby repealed so far as the same affects this ordinance.

Ordained and enacted into a law in Councils this 21st day of March, A. D. 1890.

H. P. FORD, President of Select Council, Attest: GEO, SHEPPARD, Clerk of Select Council. G. L. HOLLIDAY, President of Common Council. Attest: GEO, BOOTH, Clerk of Council Attest: GEO, B N ORDINANCE—ESTABLISHING THE

Jumonville street, from Fifth avenue to Forbes street. Howe street, from Alken street to Ivy street. Howe street, from Highland avenue to Denniston avenue.

Sheridan street, from Stanton avenue to Penn avenue.

Sheridan street, from Ellsworth avenue to Penn avenue.

Alken avenue, from Fifth avenue to Ellsworth avenue.

Wilmot street, from Boqust to Wilmot street bridge.

Bertha street, from Grandview avenue to Virginia avenue.

Madison street, from Thirty-third street to Jefferson street.

Copeland street, from Ellsworth avenue to Walnut street.

Adder street, from Highland avenue to Bhady avenue.

Frankstown avenue, from Fifth avenue to Homewood avenue.

Barton street, from Highland avenue to Shady avenue.

Barton street, from Highland avenue to Homewood avenue.

Barton street, from Highland avenue to Mellon's line.

Baum street, from Highland avenue to Mellon's line.

Baltoad street, from Twenty-first street to Hazelwood avenue at an elevation of 123.63 feet.

Section 2—That any ordinance or part of ordinance conflicting with the provisions of this ordinance be and the same is hereby repealed so far as the same affects this ordinance. Ordinance danced into a law in Councils this jist day of Monch, A. D. 1850. N ORDINANCE—ESTABLISHING THE

Ordaned and enacted into a law in Councils.

Ordaned and enacted into a law in Councils.

this 3ist day of March, A. D. 1890.

H. P. FORD, President of Select Council.

Attest: GEO. SHEPPARD, Clerk of Select Council. G. L. HOLLIDAY, President of Common Council. Attest: GEO. BOOTH, Clerk of Common Council.

Clerk of Common Council.

Mayor's office. April. 2 1000. Clerk of Common Council.

Mayor's office, April 3, 1890. Approved:
WM. McCALLIN, Mayor. Attest: ROBERT
OSTERMAIER, Assistant Mayor's Clerk. Recorded in Ordinance Book, vol. 7, page 400, 14th day of April, A. D. 1890.

A N ORDINANCE-RELOCATING WEB-bridge street. Section 1-Be it ordained and enacted by the city of Pittsburg, in Select and Common Bridge street.

Section I—Be it ordained and enacted by the city of Pittsburg, in Select and Common Councils assembled, and it is hereby ordained and enacted by the authority of the same. That the center line of Webster avenue, from Orion street to Cambridge street be and the same is hereby relocated as follows, viz.: Beginning at the center of Orion street and Webster avenue, as located by the "Plan of Streets on Herron's Hill." approved by Councils Saptember 27, 1889; thence extending eastwardly as located by said plan for a distance of 453.4 feet to an angle; thence deflecting 4 degrees 57 minutes to the right for a distance of 453.1 feet; thence deflecting 13 degrees 57 minutes to the right for a distance of 153.1 feet; thence deflecting 13 degrees 57 minutes to the right for a distance of 153.1 feet; thence deflecting 14 degrees 12 minutes to the right for a distance of 154.2 feet; thence deflecting 44 degrees 12 minutes to the right for a distance of 529.1 feet to the west building line of Cambridge street, intersecting said Cambridge street at an angle of 21 degrees 04 minutes, said Webster avenue to be a width of 59 feet from Orion street to the first angle east, and a width of 49 feet from said first angle east of Orion street to Cambridge street.

Section 2—That any ordinance or part of ordinance conflicting with the provisions of this ordinance be and the same is hereby repealed so far as the same affects this ordinance.

Ordained and enacted into a law in Councils pealed so far as the same affects this ordinance.
Ordained and enacted into a law in Councils this 31st day of March, A. D. 1890.
H. P. FORD, President of Select Council.
Attest: GEO. SHEPPARD, Clerk of Select Council. G. L. HOLLIDAY, President of Common Council. Attest: GEO. BOOTH, Clerk of Common Council. Attest: GEO. BOOTH, Clerk of Common Council.
Mayor's office, April 3, 1890. Approved:

OFFICIAL-PITTSBURG. WM. MCCALLIN, Mayor, Attest: ROBT, OSTERMAIER, Assistant Mayor's Clerk. Recorded in Ordinance Book, vol. 7, page 398, 12th day of April, A. D. 1899.

Recorded in Ordinance Book, vol. 4, page 388, 12th day of April, A. D. 1899.

[No. 395.]

A NORDINANUE—EST ABLISHING THE RELACED STATE STA

so far as the same affects this ordinance.
Ordained and enacted into a law in Councils
this 31st day of March, A. D. 1890.
H. P. FORD, President of Select Council.
Attest: GEO, SHEPPARD, Clerk of Select
Council. GEO, I. HOLLIDAY, President of
Common Council. Attest: GEO, HOOTH,
Clerk of Common Council.
Mayor's office, April 3, 1890. Approved:
WM. McCALLIN, Mayor, Attest: ROBERT
OSTERMAIER, Assistant Mayor's Clerk.
Recorded in Ordinance Book, vol. 7, page 404,
14th day of April, A. D. 1890. 14th day of April, A. D. 1890, CITY TAXES - NOTICE IS HEREBY given that the duplicates for March and September installments of city, special, and sub-district school taxes for the year 1890 have been placed in my hand for collection by the Board of Assessors authorized to assess the

Board of Assessors authorized to assess the same.

First installment of city taxes payable in March or April, second installment navable in April or September. Five per cent\*discount allowed on second installment only if paid with first installment in month of March, but no discount is allowed on first installment.

Business tax and water reuts payable in month of June.

Five per cent added on all delinquent taxes on May 1, on July 1 for business tax and water rents and on October 1 for second installment of city taxes.

not state taxes.

No statement furnished unless you intend paying your taxes by check.

Off co will be open on last Saturday in March and April until \$0'clock P. M.

mhil-58-D J. F. DENNISTON, City Treasurer. A N ORDINANCE - LOCATING SMITH street, from Hazelwood avenue to Eyth's

A street, from Hazelwood avenue to Eyth's property line.

Section 1—Be it ordained and enacted by the city of Pittsburg, in Select and Common Councils assembled, and it is hereby ordained and enacted by the anthority of the same, That Smith street, from Hazelwood avenue to Eyth's property line, be and the same is hereby located as follows, to wit: The center line of Smith street shall begin at a pin on the west five-foot line of Hazelwood avenue, distant 29/23 feet northerly from the south 10-foot line of Second avenue; thence deflecting to the left 97° 09' 14" for a distance of 2,395.78 feet to Eyth's property line, and said Smith street shall be of a width of 40 feet from Hazelwood avenue to Mobile street, and of a width of 3 feet from Mobile street to Eyth's property line.

ine. Section 2—That any ordinance or part of ordinance conflicting with the provisions of this ordinance be and the same is hereby repealed so far as the same affects this ordinance. so far as the same affects this ordinance.
Ordained and enacted into a law in Councils
this 31st day of March, A. D. 1890.
H. P. FORD, President of Select Council.
Attest: GEO. SHEPPARD, Clerk of Select
Council. GEO, L. HOLLIDAY, President
of Common Council.
Attest: GEO. BOOTH,
Clerk of Common Council.
Mayor's office, April 3, 1890. Approved,
W.M. McCALLIN, Mayor, Attest: ROBERT
OSTERMAIER, Assistant Mayor's Clerk,
Recorded in Ordinance Book, vol. 7, page 395,
12th day of April, A. D. 1890.

DEPARTMENT OF PUBLIC WORKS, ! PITTSBURG, April 22, 1890. 4

CEALED PROPOSALS WILL BE RECEIVED at the office of City Controller
until FRIDAY, the 2d day of May, 1890, at 2
o'clock P. M., for laying water pipe on the folwing streets;
230 ft. 4 in. Mobile st., from Second avenue to 660 ft. 4 in. Smith st., from Mobile st., east, 320 ft. 4 in. Junilla st., from Bedford ave. to abster ave. 750 ft. 4 in. Coward alley, from Chestnut st. to Magee street.
450 ft. 4 in. Elysian ave., from end of pipe to astings street. 200 ft, 4 m. Hastings st., from Elysian ave. to Reynolds street, 450 ft. 4 in. Kings alley, from Twenty-seventh

st. to Twenty-eighth st.
750 ft. 4 in. Woolslayer alley, from Main st. to 750 ft. 4 in. Woolslayer alley, from Main st. to Friendship ave. 1,000 ft. 4 in. Clement alley, from Thirty-eighth st. to Fortieth street. 235 ft. 4 in. Elba st., from Junilla st., east. 500 ft. 4 in. Howe st., from Emerson st. to Highland ave. 150 ft. 4 in. Whitney st., from Ward st., west. 800 ft. 4 in. Duff st., from Wylie ave. to Webster. 250 ft. 4 in. Faber st., from Washington st., east.
300 ft. 6 in. Hancock st., from Thirty-third st.
to Dickson st.

o Dickson st.
400 ft. 5 in. Susquehanna st., from Murtland
ve. to Novelty st.
850 ft. 6 in. St. Clair st., from Rural ave. to Black st. 400 ft. 6. in Mellon st., from Margaretta st. to Black st. 1,000 ft. Forbes st., from end of pipe (at 400 ft. 6 in. Cato st., from Ward st. to Bates 300 ft. 6 in. Juliet st., from Cato st. to South 500 ft. 6 in. Glester st., from Vespucius st. to Renova st. 200 ft. 6 in. Kansas st., from Ruthergien ast, 150 ft. 6 in. Kansas st., from Lowry st. 2,500 ft, 6 in. Brereton ave., from Twenty-eighth st, to Thirty-third st. 700 ft, 6 in. McCandless ave., from Stanton ave. to Duncan st. 175 ft. 6 in. Cedar st., from Friendship ave. to

and of pipe.
1,000 ft. 6 in. Almeda st., from Second ave. to

Henwood ave. 1,575 ft. 6 in. Wallingford st., from Neville st. to Barton st. 850 ft. 6 in. Inwood st., from Frankstown ave. 2,400 ft, 6 in. Murray Hill place, from Fifth ave to Wilkins ave. 550 ft. 6 in. Walnut st., from College ave. to O'Hara st. 530 ft. 6 in. Auburn st., from Park ave. to Lowell st. 530 ft. 6 in. Broad st., from Negley ave. to Fairmount ave. 135 ft. 6 in. Boyd st., from end of pipe to Locust st.
250 ft. 6 in. Vine st., from Center ave. north,
425 ft. 6 in. Cabinet alley, from Thirty-eighth
st. to Thirty-ninth st.
2,000 ft. 6 in. Second ave., from Hazelwood
ave. to Johnston ave.

ave. to Johnston ave. Gross at. 820 ft. 6 in. Evaline at., from Penn ave. to Kincaid st. 200 ft. 6 in. Mathilas st., from Penn ave. to Dearborn st.
630 ft. 6 in. Bennett st., from Homewood ave. 260 ft. 6 in. Ward st., from Frazier st. to Gilmore st.
250 ft. 6 in. Gilmore st., from Ward st. west.
100 ft. 6 in. Ruthven st., from Thirty-third st. 500 ft. Howe st., from Denniston ave to Shady ave. 600 ft. 6 in. Wooster st., from Webster ave. to

ylie ave.

Lafayette st.
1,000 ft. 6 in. Cypress st., from Mathilda at to Gross st. ... Lytle st., from end of pipe east, 200 ft. 6 in. Biair st., from Tecumseh st. east, 200 ft. 6 in. Butler st. extension, from end of pipe east. 200 ft. 6 in. Lafayette st., from Tecumseh st. 1,150 ft. 6 in. Tecumseh st., from Lytie st. 610 ft. 6 in. Camelia st., from Fifty-fourthfat. to Woolbine st.

1,856 ft. 6 in. O'Hara st., from Ellsworth are.
to Walnut st.
800 feet 6 in. Watt st., from Wylie ave. to
Center ave.
400 ft. 6 in. Harrison st., from Fifty-fourth to Fitty-fifth st. 400 feet 6 in. Forty-sixth st., from Davison st.

to Summit st. 350 ft. 6 in. Gloster st., from Hazelwood ave. 650 ft. 6 in. College ave., from Walnut st. to Spahr st. 2500 ft, 6 in. Spahr st., from College ava. north. 800 ft. S in. Lincoln ave., from end of pipe north.
700 ft. 6 in. Park ave., from Rowan ave. For hauling and delivering 900 tons water pipe, more or less, from 4 in. to 12 in., inclusive, on streets when and where required.

For specifications, blanks on which bids must be made, and all other information, apply at the office of Superintendent of Water Supply and Distribution.

and Distribution.

No bid will be considered unless accompanied by bends in double the amount of the estimated cost, probated before the Mayor or City Clerk.

The Department of Awards reserve the right to reject any or all bids. Chief of Department of Public Works