the lack of them. The novel crusade of THE DISPATCH should have an educating influence in Western Pennsylvania and mark a higher stage in the development of road building.

While realizing the importance of a radical change in our policy, public opinion is much divided as to the best means for obtaining the desired ends. There are three avenues open for reform, which we will consider in detail. First, toll roads, constructed and maintained by private enterprise; second, roads of a semi-public nature, built by means of public co-operation with private management; third, free roads, maintained by the public.

THE TAX QUESTION.

The fundamental question in all legislation should be how to distribute the burdens for the support of the roads most equitably. Absolute justice is of course impossible of attainment. The aim should be, however, as in all taxations, to place the tax where it is most equitably borne and where the sacrifice entailed will be in proportion to ability to pay it. We will consider these three plans, with a view to discovering, if possible, the one which most nearly satisfies these requirements and will be most beneficent in its workings.

Toll Roads—It is a singular fact that toll roads have almost entirely disappeared from the continent of Europe, England being the only country of any importance which still maintains this "relic of barbarism," as it has been called. Scotland abolished them in 1883, while England is freeing herself from them as fast as possible. In the United States all but ten of the States possess toll roads, although in many of them, especially in the North and East, they are rapidly going into disuse. They are usually constructed by private parties, who are permitted to place gates at specified distances and to levy charges of a certain amount per mile. Added to this, many States provide for the forfeiture of the charter if the roads are neglected, and for the expiration of the charter at the end of a certain number of years.

Toll roads have some supporters, especially among the Southern States, and it is urged in defense of them that they distribute the tax just where it should be borne, i. e., on the shoulders of those who use the roads.

AN UNJUST SYSTEM.

At first blush this appears reasonable, but in reality such charges are unjust. Good roads, as must be acknowledged, are a benefit to all the land contiguous to them, and to the town population as well, for they greatly increase the prosperity of the latter class. It cannot be said to be equitable, therefore, that the traveling public should bear the entire burden, as they do not begin to receive all the benefit. Thus the taxing of those who use the highways is not only inequitable but extravagant as well. Mr. Chalmers, writing on the English turnpike system, says: "In theory nothing could be fairer than the system of paying road expenses by taxing those who use the roads in exact proportion to the use they make of them. In practice the system is both annoying and costly." Mr. Dobson has likewise described it as "the most extravagant mode of maintaining roads which the ingenuity of man or fiend could devise."

But lay matters of justice aside for the moment, and we find that toll roads are found to be very impracticable. In the first place private companies invariably permit the roads to fall into decay and neglect to keep them in good repair. Selfish interest prompts them to do this so long as forfeiture is not threatened, and the public is always loath to resort to such ends. An additional objection is that they decrease legitimate travel, as many persons will remain at home rather than pay the toll. For this reason toll roads are disadvantageous to a community.

Doubtless at the time the Pittsburg and Erie turnpike was built, no other species of road was possible in Western Pennsylvania, where travel was heavy and population greatly scattered, and the farmers were too poor to maintain good free roads. But today a return to toll roads would be decidedly a retrogressive step, unless arrangements were made for reversion to the State at a very short period, and forfeiture in case of any breach of contract.

A KENTUCKY EXPERIMENT.

Public Co-Operation With Private Management—The second plan of private enterprise with public oversight has been tried quite extensively in the State of Kentucky, and has there resulted very satisfactorily, although still possessing the same objection urged against private toll roads, and in addition the chance of jobbery and corruption which always ensues when private parties interfere with public business. The plan as adopted in Warren county, in the heart of the celebrated blue grass region, is substantially as follows:

By an act of the State Legislature every county is authorized to sell bonds to a certain percentum of the assessed valuation of county property whenever authorized to do so by a majority of the voters of the county. The money raised in this way, and the county has raised $90,000 in three installments during the past five years, is used in constructing substantial highways under the direction of a competent road engineer. Only $1,000 of this is expended per mile, while the remainder is raised either from the farmers bordering upon the road or by a private company who possess stock to the amount of capital invested, and agree to furnish sufficient money to complete and maintain the road. As a recompense they are permitted to levy a small toll, the county retaining the right to buy up private stockholders at any time. The system thus takes the form of a joint stock corporation, the county holding somewhat less than half the amount of stock. The roads are very well maintained, and pay at least 12 per cent on the money invested.

GOOD RESULTS OBTAINED.

As the county pays but 6 per cent on its bonds, the remaining 6 per cent goes into a sinking fund, which will free the county from debt in about 15 years. By this system Warren county has secured most excellent results, and now boasts the best roads in the State of Kentucky.

The cost of building the roads varied according to the style of road, grades and general character of the country. Where the country was level and drainage good the roads could be constructed at from $1,000 to $1,500 per mile, but where hills were encountered and washouts to be prevented the road was usually macadamized at a cost of about $3,000 per mile.

The experiment appears to give quite universal satisfaction, although an agitation is now going on to buy up the private company and make the roads free, which will probably succeed. This method is certainly much preferable to private toll roads, as it insures public supervision and permits the county to acquire a good system of roads with no expenditure of capital.

Free Roads.—The last plan, and the one most usually recommended by road experts is that of free roads, constructed and maintained at public expense. As has been said before this plan necessitates State initiative, as the counties are usually too conservative to make a move of their own accord.

A State Board of Engineers should be appointed by the Governor to serve for three years, who should have supervising authority over the County Engineers. This board should map out the State, make suggestions to county assistants, and if practical call an annual convention of the County Engineers in order to co-operate and discuss matters of general advantage. This convention should be empowered to classify highways into county and township roads, State roads being almost impracticable under the system.

SYSTEMATIC CLASSIFICATION.

In classifying roads, those which are through roads, connecting large cities, in the same or different counties should, of course, be maintained by the county, inasmuch as the cities, as well as the country is materially benefitted thereby; while township roads, as those connecting larger ones or wholly local in character, should be supported and controlled by the township authorities.

With the assistance of the County Engineer, who is indispensable for carrying out this scheme, the County Road Commissioners and Board of Supervisors should lay out all new roads, decide upon general matters of expenditure and where and how much is to be devoted to the roads of the various classes. A State statute should farther provide, First—That each township, shall constitute a road district in each of which an overseer is to be appointed to hold office for one or more years; who shall give bonds for $500 for the fulfillment of his duty, which is forfeitable to the township to be used on road constructing. As a compensation for his labor he shall receive $2 per day for all time actually spent in work. Second—The duties of the overseer shall be to open new roads, keep them in such repair as the County Engineer may think necessary and make all improvements which may be required. Three—Each township shall be further required to erect guide boards at every cross roads and keep them in good repair. Fourth—The overseer shall beside make estimates and receive bids for all important improvements to be made and shall grant the work to the lowest bidder. Fifth—He shall receive and disburse all money coming into his possession and turn over an account of the same to his successor.

TOWNSHIP AUTHORITY.

Sixth—The Township Board shall purchase all tools and implements necessary for building and maintaining the road. Seventh—The Township Board shall have power to levy a percentum tax on all property in the township, which taxes are collectible by the Treasurer, and are to be kept separately as highway funds, to be used for this purpose. It may be also enacted that taxes may be worked out when it can be done advantageously, but the bulk of taxes must be paid in cash. When the board has determined upon a tax rate to be levied for permanent improvements, the proceeds of the tax may be anticipated and township bonds be issued, bearing not more than 6 per cent interest, to the amount of not more than one-half what the tax will yield in five years. The amount realized in this way may be at once expended in improvements. Ninth—The overseer shall have power to compel all toll companies which may exist to maintain their roads in specified condition or forfeit their charter; to examine their books and exercise supervision over all their acts.

These are the essential features of the law proposed by the League of American Wheelmen at their recent meeting and which they decided to have presented to the various State Legislatures and make an active canvass for its enactment.

The Society of Engineers of Western Pennsylvania have likewise taken a stand which argues much for their progressiveness, while the active crusade of THE DISPATCH has done a great deal to expose the wretched condition of our highways and arouse the people to the necessity of some action.

Such are the main features which should be included in the act, although many other details of administration may perhaps be added.

Having determined these matters of administration, it may be well to consider the best method of road construction as well as how the additional expense may be easiest borne by the counties.

COUNTY FINANCEERING.

As this is the field of the engineer it will not be possible to go into the many details of road construction, but rather to state those systems which have been advantageously tried in other sections.

If free roads are contemplated, and they are for reasons enumerated by far the most desirable, the county should proceed to sell bonds to the amount required to construct the roads. Such bonds can usually be disposed of at par and if they be long time bonds, doubtless no more than 4 to 5 per cent interest need be paid. The debt thus incurred must be liquidated by means of taxation. In case 5 per cent is the rate of interest paid on the bonds, by creating a sinking fund of 2 per cent at compound interest, the entire principal may be paid off in about 35 years and the county will have enjoyed the benefit of the roads in the meantime. The county will thus pay but 7 per cent on the capital invested, which would incur but slight increase in taxation.

By our present wasteful system we are paying a heavy road tax without receiving in return any improvements in our highways. Doubtless in 35 years more than enough will be paid in taxes to construct good macadamized roads, and at the end of that time the roads will be in no better condition than at the present time.

The creation of the debt is the only objectionable feature of the plan, as many counties are already heavily burdened. The State, however, might here interpose and lend its aid. Instead of the State constructing the roads itself, which for many reasons is objectionable, it might lend to the different counties the surplus accumulated in the State Treasury, which it now loans to the favorite banks at the low interest rate of 2 per cent.

ADVANTAGES OF THE PLAN.

The people would thus reap some benefit from the surplus taken from their pockets to enrich the selected few. There could be no constitutional objection to such a disposition of these funds, and there is no way in which they could be utilized to better advantage.

It would be very desirable if every county could construct macadamized roads and that of course should be the ultimatum. A short description of this construction and estimated cost may not be uninteresting. These roads were first introduced into England by Mr. McAdam, where they found great favor. They have likewise of late years been much used in this country in small cities. To make them is very simple when once understood. Every good road built upon this system requires two component parts. One—the foundation consists of large stones or cobble stones as they are commonly called, which must be perfectly solid and porous. The other, the upper layer is to be of light stones, easily compactible into solid form by the addition of the top coating of dirt or sand. The smaller stones are broken by machine or hand and must be small enough to pass through a ring from 1½ to 2½ inches in diameter. In Germany it has been found that river gravel may be utilized instead, forming almost as good a top dressing as broken stone, which in Western Pennsylvania would entail a great saving. These constituent parts are bound together by the addition of sand and afterward rolled with a steam roller.

COST OF MACADAM.

Roadbeds should never be less than 12 and seldom less than 16 feet in width. The cost of such a road varies, of course, with the character of the road country, grades and difficulty of obtaining the necessary material. In Western Pennsylvania, where stone of the right kind is easily obtainable, the cost need not exceed $3,500 per mile, which is the usual estimate.

In Kentucky the roads were only macadamized where the hilly character of the country rendered any other kind of road hard to maintain. In other places gravel roads were constructed, which have been found to be very durable. For these the substratum to the depth of six or eight inches is of hard-packed river gravel, faced with dirt and lighter material. Such a road when properly maintained makes almost as good a road as macadamizing and may be constructed for about one-third the cost, good gravel roads being built at $1,000 to $1,500 per mile.

Such is a brief outline of a system which should be adopted in Pennsylvania. By our present method every cent of tax expended in keeping up our roads is wasted; by the new system every dollar invested in new highways lessens the tax necessary to maintain them. Further legislation along old lines will do little good; as for the new, time alone will tell how much longer the present waste is to continue.

FRED C. HOWE.

WE call extra attention to the attractive reductions made in our dress goods department this week. HUGUS & HACKE.
TTSSu

LADIES' stylish silk waists and London shirts, $1 50 to $5; great variety, at Rosenbaum & Co.'s. wths

Louvre.

The only exclusive Louvre glove emporium. Gloves fitted, altered, repaired and mended, whenever necessary, free of charge. 24 Sixth street, right next door to Phillips Rubber Goods House. No branch house.

OUR DADDIES' DOLLAR

History of the First Coins Made by the United States Government

IN THE OLD PHILADELPHIA MINT.

Dimes Coined From General Washington's Private Plate.

PRESSING NEED FOR A NEW BUILDING

[WRITTEN FOR THE DISPATCH.]

A recent article in THE DISPATCH upon the bill now before Congress providing a new mint building for Philadelphia has attracted considerable notice both there and at Washington. If this present cramped condition of the Philadelphia mint, in which there is no longer either light or ventilation for the employes, excepting what is furnished artificially, establishes a need for a new condition of things. Meantime the history of the Philadelphia mint has many points of interest.

The first building for the purpose was situated on Seventh street below Arch, a little brick structure, part of which is still standing in the rear of one of the massive edifices put up during the past few years. It was founded in 1792 under the personal supervision of Washington, who was then President, and Robert Morris, the great Revolutionary financier, both of whom resided at the then seat of Government. Washington was especially interested in the erection of the building and was a daily visitor to watch its progress, and was eager to have the coins of the new Republic issued as speedily as possible. This eagerness was shown by his furnishing silver from his own private collection of plate to strike some dimes and half dimes, before the entire completion of the building; and there are now in our mint cabinet several pieces of this period that were struck at his personal request from that material to satisfy his laudable ambition to see and possess United States coins. This was in the latter part of 1792. Together with a few copper pattern pieces of the half dollar and quarter dollar these were the only pieces struck before the general operations of the mint commenced in 1793. They may be considered as really experimental; for Congress was not able to supply any material for coinage until the latter year.

BEFORE THE AGE OF GOLD.

It seems rather strange to say to this generation that only 97 years ago, in the time of their grandfathers, that this great country was then so poor and so little developed that its Congress, which now can appropriate hundreds of millions yearly for its general expenses, could not then furnish the metals to manufacture its own coins; and in the year 1793 nothing but copper came to hand for this purpose, and that in such limited quantity that only a few cent pieces could be struck, which fact is evidenced to-day by the premiums paid for the cent issue of 1793. The silver coins struck for Washington were the only ones made previous to 1794, which gives them additional value as relics and make them exceptionally interesting from these associations.

In this little building all the coins were manufactured for the United States until the year 1832, (when the present mint building was erected.) The appliances for the work to be done were very meager when compared to those of to-day. The motive power for driving the machinery which consisted of a pair of upright rolls, was a stout horse attached to a long lever walking round a circle, dragging the lever after him, which by its connections at the other extremity set the rolls in motion (just like the method now used in agricultural regions to grind apples for cider making), and the metal being introduced between the rolls was gradually reduced to the proper thickness, or thinness would be more proper probably. This was a work of considerable magnitude then as any one may know and appreciate who has worked at a cider mill grinding apples and been swearingly provoked at

THE FOUR-LEGGED MOTOR

for getting stuck when a particularly hard core got lost in the mill during the grinding process. It required the expenditure of considerable time. The metal, of course, had to be first reduced to the approximate size on the anvil and the rolls gave it the regularity and finish necessary for the next operation of cutting out the blanks or planchets (a term given to the discs of metal before stamping), which was done by hand, much like a blacksmith punching iron, only that the instruments used for cutting out these thin blanks were in perfect condition and cut the piece clean. This done, the blanks were annealed or softened and were ready to receive the impression of the dies.

The press of that day was a screw operated by a long lever extending eight to ten feet on either side. There were two dies, the upper and lower, as now, the lower one being securely set in the base, and the upper one in an iron block fitting above, which brought the die in direct contact with the coin to be made. Then one man would take hold of either end of the lever and run swiftly as possible forcing the lever before them, thus bringing the screw down upon the upper block with as great an impact as he could, which produced the impression of both dies upon the blank, making it a perfect coin. This was a slow process, and could not probably produce more than one coin in a minute or more, as the men operating the lever had to reverse their run to raise the screw up to a sufficient height to insert a new blank, but it seemed to be sufficient for the times, and although we at this distance laugh at the primitive method, no doubt the operators of that period were as proud of their work as we are now of the beautiful artistic finish to which we are so accustomed as to scarcely notice it.

GROWTH OF THE WORK.

The force of workmen at that period was also quite small. A list of employes then in the service now hangs in the mint cabinet and consists of 19 able-bodied men and 2 women, with pay ranging from 50 cents to $1 80 per day. They had 5 adjusters. They now have nearly 290. Then 1 roller, now 15; 1 pressman, now 25 press women; 1 annealer, now 12; 1 doorkeeper, now 10 or 12, and 1 hostler to fire up the motive power; beside that a boy, presumably to run the mail, as the allowance of drink money was not abolished until 1825.

As time went on and the increase of population and business required, the inventive genius that has since accomplished such wonders was at work, and improvements were made in the appliances, and the output increased until like at the present time the demand outgrew the source of supply, and the remedy was furnished in the present plant. This was a tremendous leap for the time, and gives evidence of the large and broad-minded views of the statesmen of that period, who thought they were supplying resources sufficiently large for an indefinite period. But no one could foresee such strides as have been made since then. History furnishes no parallel to the progress of the nineteenth century in our wonderful land. Perhaps our large ideas now may be still more at fault with the condition of things 60 years hence.

If our statesmen of to-day will work as conscientiously in the matter and give us the best according to their light as their predecessors of 1830 did in their time it is all we can ask, and we will leave the men of 1950 to shift for themselves, confident that they will allow full justice to the men of to-day, as we do those of 60 years ago.

R.

REAL ESTATE SAVINGS BANK, LIM., 401 Smithfield Street, Cor. Fourth Avenue. Capital, $100,000. Surplus, $61,500. Deposits of $1 and upward received and interest allowed at 4 per cent. TTS

LATE NEWS IN BRIEF.

—Eight inches of snow fell in North Dakota.

—Fire destroyed $15,000 worth of property at Upson, Wis.

—The union foundrymen of Cincinnati are out on a strike.

—Forest fires are raging in Northern Michigan with disastrous results.

—Graduating exercises at Yale College yesterday. Class numbered 41.

—The International Prison Congress will open in St. Petersburg on Monday, June 16.

—Two American fishing vessels seized by Canadian Commissioner McGrath in Fortune Bay.

—New secret Irish association formed in Canada. Headquarters at Montreal and Quebec.

—Eleven students expelled from the Batavia, N. Y., institution for the blind for insubordination.

—Edward Valois, New York artist, struck by a New York Central train yesterday. Instantly killed.

—The strike of 9,000 miners in Bilboa is for an increase in their wages and a reduction in their working hours.

—Superintendent of Police Williard, of Rochester, N. Y., on trial in the United States Court for intimidating voters.

—The strike at Prague is extending. The men are riotous and soldiers are patrolling the streets to preserve order.

—Both victim and murderess being dead, the suit of Hannah Southworth against Stephen Petrus has been formally abandoned.

—A report has been made to the Board of Health that two pronounced cases of leprosy exist in the Chinese colony in Chicago.

—An immense agricultural exhibition was opened in Vienna. The chief foreign exhibitors are the French and Italian Governments.

—All the States and Territories are represented by delegates at the annual convention of the Knights of Honor now in session at Detroit, Mich.

—W. H. Bothwell pleaded guilty to bigamy at Montreal. Got four years in the penitentiary. One of his wives was Miss Orth, of Philadelphia.

—Near Star Lake, in the Adirondacks, Henry Farney shot and instantly killed William Montriefl. They were neighbors, and had a dispute which led to the murder.

—The Hudson Bay Railway Company, of Manataba, Man., will receive sufficient aid this year to enable it to build a track to Saskatchewan, a distance of 225 miles.

—New York heirs of Paul Spofford, once a millionaire shipping merchant there, move for removal of J. L. Spofford as executor. It is said $2,000,000 are unaccounted for.

—James Butler, plowing at Ipswich, Mass., turned up an Indian idol of stone, in shape of serpent, which is looked upon as an undoubted relic of the Stone Age. Will be deposited in the Essex Institute collection at Salem.

—Explorer Stanley's address is the cause of much comment among London society and political circles. The newspapers frankly assert that he was amply justified in his denunciation of their apathy and lack of interest in his great work.

Constipation,

IF not remedied in season, is liable to become habitual and chronic. Drastic purgatives, by weakening the bowels, confirm, rather than cure, the evil. Ayer's Pills, being mild, effective, and strengthening in their action, are generally recommended by the faculty as the best of aperients.

"Having been subject, for years, to constipation, without being able to find much relief, I at last tried Ayer's Pills. I deem it both a duty and a pleasure to testify that I have derived great benefit from their use. For over two years past I have taken one of these pills every night before retiring. I would not willingly be without them."—G. W. Bowman, 26 East Main st., Carlisle, Pa.

"I have been taking Ayer's Pills and using them in my family since 1857, and cheerfully recommend them to all in need of a safe but effectual cathartic." —John M. Boggs, Louisville, Ky.

"For eight years I was afflicted with constipation, which at last became so bad that the doctors could do no more for me. Then I began to take Ayer's Pills, and soon the bowels recovered their natural and regular action, so that now I am in excellent health."—S. L. Loughbridge, Bryan, Texas.

"Having used Ayer's Pills, with good results, I fully indorse them for the purposes for which they are recommended." —T. Conners, M. D., Centre Bridge, Pa.

Ayer's Pills,

PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

Sold by all Druggists and Dealers in Medicine.

I Like my Wife to use POZZONI'S MEDICATED COMPLEXION POWDER

Because it improves her looks and is as fragrant as violets.

SOLD EVERYWHERE.

EVERY Housewife
EVERY Counting Room
EVERY Carriage Owner
EVERY Thrifty Mechanic
EVERY Body able to hold a brush
SHOULD USE
PIK-RON
PAINT, TREAT ONE, SEE THROUGH.
TRY IT.
WILL STAIN OLD & NEW FURNITURE
WILL STAIN GLASS AND CHINAWARE
WILL STAIN TINWARE
WILL STAIN YOUR DIC BASKETS
WILL STAIN BABY'S COACH AND
Varnish at the same time.
WOLFF & RANDOLPH, Philadelphia.
Ask in Drug, Paint and House Furnishing Stores.
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ELY'S CREAM BALM Will cure CATARRH. Price 50 cents. Apply Balm into each nostril. ELY BROS., 56 Warren St., N. Y. de26-35-TTS

OFFICIAL—PITTSBURG.

VIEWERS' REPORT—

On the construction of a public sewer on Miller street, from Reed street to Center avenue.

To the Select and Common Councils of the city of Pittsburg:

The undersigned, Viewers of Street Improvements in the city of Pittsburg, appointed by the Court of Common Pleas of Allegheny county, and authorized by an ordinance passed on the 11th day of February, A. D. 1889, a copy of which is hereto attached, to make an assessment of the cost and expense of constructing a public sewer on Miller street, from Reed street to Center avenue, in said city, upon the property benefited thereby, under the provisions of and in accordance with an act of Assembly of the Commonwealth of Pennsylvania, entitled, "An act authorizing and directing Councils of cities of the second class to provide for the improvement of streets, lanes, alleys and public highways, sewers and sidewalks, requiring plans of streets, providing for the appointment of a Board of Viewers of Street Improvements, prescribing their duties, granting appeals to Councils and Court, providing for the assessment and collection of damages and benefits, authorizing the use of private property and providing for filing liens and regulating proceedings thereon, and prohibiting the use of public streets, without authority of Councils," approved the 14th day of June, A. D. 1887, respectfully report:

That having been first duly sworn and qualified according to law, they proceeded in the manner and according to the directions of said act, to discharge the duties of their appointments; that having viewed the premises, they made an assessment of said cost and expense upon the property benefited, and caused a plot and statement to be made, as required by said act, and having given to the owner of each lot ten days' notice of the time and place of meeting, they met on the 8th day of April, A. D. 1890, at the office of the Board of Viewers, in the city of Pittsburg, heard all complaints and evidence offered, and having made all modifications and corrections which they deem proper, assessed the cost and expense of constructing said sewer upon the following property, upon each for the amount set opposite the name of the owner thereof, viz:

Chief Department Public Works, statement of cost—

600 lineal feet 15-inch pipe sewer, $1 50	$ 900 50
1 drop, $60 00	60 00
2 manholes, $30 00	60 00
3,200 pounds castings (to Fisher F. & M. Co.), $1 68	53 76
Superintending, engineering, advertising, etc	60 00
Printing ordinance and notices	40 00
Printing Viewers' report	22 00
Making plan and serving notices	10 00
Viewers' time	65 00
	$ 1,272 26

ASSESSED.

Miller street, east side, from Center avenue to Reed—	
Institution of P. Deaconess, 116.5 feet	168 18
Bridget Mink, 20 feet	29 00
C. Buckley or Wm. Woods, 20 feet	29 00
Daniel Kelly, 20 feet	29 00
Wm. W. Miller, 20 feet	29 00
Eliza Nichol, 25 feet	36 25
Thos. Moody, 17 feet	24 64
John Turfly, 18 feet	26 10
A. D. Smith, 20 feet	29 00
Arthurs' heirs, 20 feet	29 00
Kleber & Bro., 20 feet	29 00
Mary A. Keigleley, 40 feet	57 99
Geo. P. Bowers, 20 feet	29 00
Jas. F. Moore, 20 feet	29 00
Louis Laeng, 20 feet	29 00
Mrs. Eliza Weaver, 20 feet	29 00
City of Pittsburg	184 87
West side—	
M. Jones, 19, 21 feet	27 55
U. M. Helm, 40 feet	57 99
Jas. Layam, 20 feet	29 00
Thos. Delaney, 20 feet	29 00
Wm. Hagenan, 20 feet	29 00
E. Laeng, 20 feet	29 00
Pittsburg Normal School, 100 feet	144 98
J. Rotrock, 15, 20 feet	21 74
Isabella Rotrock, 15, 20 feet	21 74
Catharine Mullen, 15, 20 feet	21 74
Ernest Saig, 30, 40 feet	43 49
	$ 1,272 26

Respectfully submitted,
EDWARD JAY ALLEN,
DANIEL WENKE,
TIMOTHY O'LEARY, JR.,
} Viewers.
PITTSBURG, April 8, 1890. my15

VIEWERS' REPORT—

On the construction of a public sewer on Bayard and Neville streets, from Craig street to outlet near Junction R. R. Tunnel.

To the Select and Common Councils of the city of Pittsburg:

The undersigned, Viewers of Street Improvements in the city of Pittsburg, appointed by the Court of Common Pleas of Allegheny county, and authorized by an ordinance passed on the 18th day of March, A. D. 1889, a copy of which is hereto attached, to make an assessment of the cost and expense of constructing a public sewer on Bayard and Neville streets, from Craig to outlet near Junction R. R. Tunnel, in said city, upon the property benefited thereby, under the provisions of and in accordance with an act of Assembly of the Commonwealth of Pennsylvania, entitled "An act authorizing and directing Councils of cities of the second class to provide for the improvement of streets, lanes, alleys and public highways, sewers and sidewalks, requiring plans of streets, providing for the appointment of a Board of Viewers of Street Improvements, prescribing their duties, granting appeals to Councils and Court, providing for the assessment and collection of damages and benefits, authorizing the use of private property and providing for filing liens and regulating proceedings thereon, and prohibiting the use of public streets, without authority of Councils," approved the 14th day of June, A. D. 1887, respectfully report:

That having been first duly sworn and qualified according to law, they proceeded in the manner and according to the directions of said act, to discharge the duties of their appointments; that having viewed the premises, they made an assessment of said cost and expense upon the property benefited, and caused a plot and statement to be made, as required by said act, and having given to the owner of each lot ten days' notice of the time and place of meeting, they met on the 8th day of April, A. D. 1890, at the office of the Board of Viewers, in the city of Pittsburg, heard all complaints and evidence offered, and having made all modifications and corrections which they deem proper, assessed the cost and expense of constructing said sewer upon the following property, upon each for the amount set opposite the name of the owner thereof, viz:

Chief Department Public Works, statement of cost—

529 lineal feet 20-inch pipe, $2 54	$ 1,343 66
904 lineal feet 24-inch pipe, $2 98	2,872 72
1 drop, $60 00	60 00
5 manholes, $30 00	150 00
Extra work as per Inspector	822 24
5,600 lbs. castings (Fischer F. & M. Co.) $1 68	94 08
Superintending, engineering, advertising, etc	250 00
Printing ordinance and notices	40 00
Printing Viewers' report	38 75
Making plan and serving notices	15 00
Viewers' time	84 00
	$ 5,770 45

ASSESSED.

Bayard and Neville street, north side, from Craig street to outlet near Junction Railroad tunnel—	
Charles McCutcheon, 12, 119.21 feet	19 68
William Mazett, 140, 127 feet	229 60
M. A. Kennedy, 139, 247 feet	227 96
South side—	
Alexander Wilson, 181, 265 feet	293 84
Thomas Gamble, 121, 110 feet	198 44
City of Pittsburg	1,307 83
Neville street, east side, from Fifth avenue to Center—	
Krebs, 288, 240 feet	86 40
E. Kernan, 146, 65 feet	43 80
A. Gubal, 120, 28 feet	34 50
Dr. T. A. Rex, 89, 120.16 feet	26 70
E. M. Ferguson, 149, 110.31 feet	41 70
R. C. Lyons, 111, 81.50 feet	33 30
Mary E. Stewart, 166, 93 feet	49 80
Annie Abbott, 157, 98 feet	47 10
Calvin King, 106, 70.21 feet	31 80
Calvin King, 110, 73.84 feet	33 00
Geo. N. Ache, 110, 73.84 feet	33 00
Jacob Friday, 175, 117.67 feet	52 50
Henry Rea, Jr., 490, 363.86 feet	147 00
Emily E. Aldrich, 80, 63.49 feet	24 00
Paul H. Hacke, 225, 300 feet	67 50
West side—	
Simon Beymer, 306, 226 feet	91 80
E. Kernan, 22, 51.81 feet	6 60
Simon Beymer, 274 196 feet	82 20
City of Pittsburg, 56, 40 feet	16 80
Lida C. McCutcheon, 140, 100 feet	42 00
Henry M. Curry, 140, 100 feet	42 00
J. M. Johnston, 140, 100 feet	42 00
Thomas Gamble, 119, 97.80 feet	35 70
Mrs. J. A. McGinley, 110, 90 feet	33 00
Neville street, west side—	
M. A. Kennedy, 137, 124.40 feet	41 10
Andrew Kelly, 236, 154.13 feet	70 80
H. R. Barnes, 102, 68 feet	30 60
H. R. Barnes, 22, 14.81 feet	6 60
Sarah H. Bidwell, 109, 69.25 feet	32 70
S. Wilson, 100, 66.55 feet	30 00
Samuel S. Jack, 102, 58.66 feet	30 60
Joseph G. Ormsby, 70, 57 feet	21 00
Craig street, west side—	
Dr. James King, 300.55 feet	75 00
Henry Lloyd's heirs, 130, 100 feet	32 50
Kate N. Rush, 130, 100 feet	32 50
John Farrell, 130, 100 feet	32 50
Letitia Jane Lloyd, 130, 100 feet	32 50
Henry Lloyd's heirs, 435, 361.08 feet	108 75
Laura M. Horner, 72, 35.58 feet	18 00
John F. Steel, 60, 50 feet	15 00
David G. Thomas, 60, 50 feet	15 00
Marion F. Hepple, 60, 50 feet	15 00
John A. Graver, 60, 50 feet	15 00
John Ewing, 68, 50 feet	15 00
John F. Steel, 60, 50 feet	15 00
W. G. Beckley, 60, 50 feet	15 00
Isaac C. Beckley, 60, 50 feet	15 00
Sarah Eisner, 60, 50 feet	15 00
Lottie N. Jacobs, 60, 50 feet	15 00
Wm. S. Pier, 60, 50 feet	15 00
Samuel W. Black, 60, 50 feet	15 00
David J. Thomas 60, 50 feet	15 00
Catharine E. Davis, 60, 50 feet	15 00
J. L. Dawes, 60, 50 feet	15 00
Dithridge, east side, from Center to Bayard—	

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Theo Fry, 195, 150 feet	48 75
John Beckley, 130, 100 feet	32 50
Wm. G. Beckley, 65, 50 feet	16 25
Isaac C. Beckley, 65, 50 feet	13 25
John Beckley, 195, 150 feet	48 71
E. J. Smith, 65, 50 feet	17 25
Mrs. Annie M. Dawson, 449, 377.70 feet	112 25
West side—	
Mrs. Annie N. Davison, 322, 255 feet	80 50
John Beckley, 65, 50.65 feet	16 25
Alfred Beckley, 130, 100.10 feet	32 50
Isaac Craig, 727, 536.43 feet	181 75
Wallingford, north side, from Bidwell to Neville—	
Mrs. Ellen C. Speer, 451, 361.61 feet	112 75
D. W. C. Bidwell, 250, 200 feet	62 50
P. Barnes, 65, 50 feet	16 25
L. B. Childs, 130, 100 feet	32 50
D. W. C. Bidwell, 72, 51.86 feet	18 00
Wallingford, west side—	
Henry A. Laughlin, 166, 128.15 feet	41 50
Laura B. Childs, 130, 100 feet	32 50
George Heard, 78, 60 feet	19 50
J. E. B. Maw, 78, 60 feet	19 50
Sarah L. Hitchcock, 117, 96 feet	29 25
K. L. Brown, 130, 100 feet	32 50
J. C. Authammer, 65, 50 feet	16 25
J. L. Fundis, 65, 50 feet	16 25
J. R. McFarlane, 122, 99 feet	30 50
Bayard, north side, from Bidwell to Neville—	
Henry A. Laughlin, 154, 119.32 feet	38 50
D. W. C. Bidwell, 130, 100 feet	32 50
J. N. Pew, 65, 50 feet	16 25
Wm. S. Miller, 65, 50 feet	16 25
Salina L. Miller, 65, 50 feet	16 25
John R. McGinley, 130, 100 feet	32 50
Geo. W. Acklin, 130, 100 feet	32 50
Thos. D. Chantler, 65, 50 feet	16 25
C. J. Murphy, 65, 50 feet	16 25
South side—	
D. W. C. Bidwell, 529, 407 feet	132 25
E. A. Kitzmiller, 140, 100 feet	35 00
John R. McGinley, 226, 162.40 feet	56 50
	$5,770 45

Respectfully submitted,
EDWARD JAY ALLEN,
DANIEL WENKE,
TIMOTHY O'LEARY, JR.,
} Viewers.
PITTSBURG, May 6, 1890. my15

AN ORDINANCE—RELOCATING THE northern side line of Forbes street from a point 33.85 feet east of the east side line of Maurice street to a point 285.50 feet easterly from said point and increasing the width thereof between the points mentioned.

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 northern side line of Forbes street from a point 33.85 feet east of the east side line of Maurice street to a point 285.50 feet easterly from said point shall be and is hereby relocated as follows: Commencing at a point on the northern side of Forbes street at a point 33.85 feet east of the east side line of Maurice street, thence north 88 degrees 40½ seconds, east 136.61 feet to a point; thence north 56 degrees 16 minutes, east 136.61 feet to its intersection with the present line of Forbes street and Forbes street between said points shall be of a width as shown upon plan hereto attached. my15

AN ORDINANCE—AUTHORIZING THE grading, paving and curbing of Aiken avenue, from Ellsworth avenue to Center avenue.

Whereas, It appears by the petition and affidavit on file in the office of the Clerk of Councils that one-third in interest of the owners of property fronting and abutting upon the said street have petitioned the Councils of said city to enact an ordinance for the grading, paving and curbing of the same; therefore,

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 Chief of the Department of Public Works be and is hereby authorized and directed to advertise in accordance with the acts of Assembly of the Commonwealth of Pennsylvania and the ordinances of the said city of Pittsburg relating thereto and regulating the same, for proposals for the grading, paving and curbing of Aiken avenue, from Ellsworth avenue to Center avenue, the contract therefor to be let in the manner directed by the said acts of Assembly and ordinances. The cost and expense of the same to be assessed and collected in accordance with the provisions of an act of Assembly of the Commonwealth of P