THE PITTSBURG DISPATCH.

PITTSBURG, THURSDAY, MAY 22, 1890.

A BIG SEASON AHEAD.

Roseate Prospects for the Summer Excursions From This City.

WHAT THE PASSENGER MEN SAY.

who will discover the cause of milk sickness, The People Prosperous, and When They or trembles, among cattle, but he who can Have Money They Travel. devise a nearly perfect system of taxationone that will afford financial grease suffi-

cient without stirring taxpayers' bile-will LOW RATES OFFERED BY RAILROADS be more appreciated than he who discovers

the nature, cause and cure of the trembles. It was rather cold yesterday, may be raw The regulations for assessing the occupato-day, but this sort of thing can't last fortion tax in this State form the most incongruever, every summer has its reputation to ous jumble imaginable, and though the sustain; indeed, there is a popular supersti-County Commissioners have struck upon tion that the word summer is synonymous what seems to give the best results, yet it is with that of heat, and it is safe to assume by no means uncommon to find a man whose occupation is put at \$100, while along-side is another who makes less but is assessed that 1890 will take care of its laurels. There is a certain amount of heat to be expended, and the cold north winds can't hold their at three or five times as much. Previous to last year assessors, or at least some of them, attempted to follow the law of 1832, which required them to ascertain as nearly as possible the income of each occusway many moons longer. A lusty giant from the sunny south with heavy tread and mailed hand is coming, and even the onion snow will slink into the Arctic regions when pation. Even honest effort usually ended in miserable failure and a \$10 a week clerk

was frequently assessed higher than mechanics in mills, who made from \$30 to \$50 a week. Judge Paxson finally ruled that the law of 1832 was prac-It won't be long before John and Jim and Bill will don their flannel shirts and camp suits, and in sylvan glades, along mountain streams, on the turbid lakes or by the gay sea shore will defy the summer's sun. The clerks, professional men must be assessed uniformly, i. e., a preacher who was paid \$3,000 a year could not be assessed any higher on his occupation than those who preached to backwoods congregations at local railroads are prepared for the annual rush of people, and the passenger agents expect the excursion business this season will simply be enormous from Pittsburg.

laborer who could not earn more than 75 cents per day must pay as much occupation tax as one who got \$2 per day, and a lawyer who could not make office rent must pay as Ask any railroad man and he will tell you that Pittsburg is one of the best tourist von that Prisonry is one of the best burist cities in the country. In fact, statistics show that in proportion to the population, this city leads the country in fishing and hunting clubs. A short time ago the pas-senger agents fixed the summer excursion rates. For tourists it will be on an average much as one whose protestional income was \$50,000 a year. After a study of this decision; two of the Commissioners, Messrs. Mercer and McWil-liams, decided to follow Justice Paxson, while Mr. McKee opposed and was backed \$50,000 a year. about a fare and a half for the round trip; the club rate, owing to larger numbers go-ing, is from 15 to 20 per cent less, making a round-trip rate of a fare and one-third. These rates are good for the limited time to by an opinion from County Attorney Gever, who held to the law of 1832. Mr. McKee was overruled, and occupations were re-duced in classification from 348 to 3. any objective point in the United States, Common laborers and infirm persons come under the first class, and are assessed at \$100 for compation income; clerks and some pro-fessional men, preachers at least, who are supposed to make less than \$1,000, at \$300, This summer the excursion tickets will be put on sale June 1, and will continue to be sold up to October 31. The tourist tickets are good for this period of time. No one has any idea how the various local ticket and lawyers, contractors, merchants, ediffices are loaded down with coupons.

"I have recently," said Division Passen-ger Agent E. D. Smith, of the Baltimore and Ohio road, yesterday, "received over 200 forms. We can sell you a ticket to any excursion point in the country at popular rates. Will this sum-mer be a great season for excursions? Well, I should say it will be. You ask me why; because everybody is working and the people are prosperous. When the time comes for closing the mills for repairs during the hot period the workmen will want to go away, The lakes, the seashore, the springs of Virginia, the mountains of New York and the Western resorts are open to an instant from 80 pounds to 160. It was claimed that this property accounted for many so-called mysterious boiler explosions, them. Last year the Baltimore and Ohio road alone carried 32,000 people from Pittsburg to Atlantic City. This seaside resort is becoming more popular with Pittsburgers every year. The local business to Ohio Pyle, Wheeling and other points on our line promises also to be very heavy. It was shown how this property could be readily removed from the boiler, and the same was demonstrated by successful ex-

OIL AND EDUCATION. be maintained this summer A GNARLED OCCUPATION. Peculiar Suit Brought to Test the Wanted Badly, a System of Taxation That Powers of School Directors. Will Do Justice and Reduce Inequalities -The Occupation Tax. WHAT THEY CAN AND CANNOT DO. The Western States from a time far back

The rates to the lakes in force last year will

have offered large sums of money to any one

tically uninforceable and that laborers,

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Drilling for Petroleum on Township School Property.

LAWYERS' OPINIONS ON THE SUBJECT

If the proposition of A. B. Young to prevent the drilling of a school lot for oil in Robinson township does nothing more, it will have the effect of calling widespread attention to the school laws; and though it may be, as some hint, that Mr. Young is more solicitous to prevent the tapping of his big gusher than to preserve intact the sametity of the bulwark of American liberty, all the same the discussion of the subject is timely.

It is so simple, like the two-syllable words that people misspell while they can spell the hard ones, that even many lawyers who have not had occasion to examine the school law are at sea. They must be, for they are diametrically opposite in their views regarding school directors' functions and powers. They were picked up vesterday just as casually encountered. As a rule, they did not profess to speak ex cathedra.

SOBER SECOND THOUGHTS.

B. C. Christy at first said school directors salaries ranging from \$200 to \$1,200. A had no power to have the well put down. but subsequently he seemed to think there wouldn't be much wroug in leasing to an outside party, provided the lessor's share of the profit were to go to the benefit of the school. It would not be a gambling transaction, at least not so far as the directors are concerned, as they do not put any money into the venture.

C. E. Cornelius, at first blush, opined that the directors would have no power to lease, but on second thought said that if they were to find a pot of gold in school property and no owner turned up, the gold would be long to the school, and so, he thought, would a pool of petroleum. He didn't know but that directors would be culpable if they refused to swell the revenue of the school district when they had opportunity.

THEIR POWERS LIMITED.

William Hunter said there was no anthority to lease; that school directors had no power except to manage the schools as directed by law. They have no authority whatever, except by necessary implication. He added: "You know, they wanted to drill on the Reform School property, but didn't."

N. W. Shafer could see no harm in the proposition, if the money expected to be realized were to be devoted to furthering the interests of the school. John D. Watson, who has made a study

of the matter in his experience as a Bellevue borough father, was very positive the directors had no power to lease without consent of the entire body of taxpayers of the district, and then he said he would not as a lessee take the responsibility of putting down the well. Said he: "Suppose the salt water should rise and destroy the school's supply of drinking water, some one would suffer." Mr. Watson holds that school directors are only executors of a trust, and can do nothing unless prescribed by law. He argues that if allowed to have a well drilled, they might also

GIVE A BALLOON-ASCENSION

RESTORE THE PIKE. that the old pike is a wreck. Far from it. A good idea of its present condition may be had from Mr. McIntyre's figures. He says to build another pike like this one in Pennsylvania would cost \$4,000 per mile, and that it would only take \$1,000 per mile Advice of a Westmoreland Man Regarding a Once Great

ACROSS THE WHOLE STATE.

Thoroughfare

SECOND PART

Only a Comparatively Small Sum Needed to Again Make This

A TRULY MAGNIFICENT HIGHWAY.

Glimpses of Surpassingly Beautiful Scenes on the Mountains.

PLEASURE TRAVEL IN FORMER YEARS

"Andrew Carnegie could immortalize himself in a new way," remarked S. P. Mc-Intyre, of Jacktown, Westmoreland county, as THE DISPATCH Country Road Expedition passed through that place the other day. "Induce the generous iron manufacturer to give \$300,000 to repair and rebuild the old turnpike between Pittsburg and Philadelphia, and then let the State repay him by calling that grand internal thoroughfare "Carnegie avenue." Three hundred thousand dollars is a far less sum than he has donated to the foundation of public libraries-institutions which only benefit the residents of cities in which they are built.

"Here is an inexpensive opportunity for Mr. Carnegie or some other philanthropist company operated the extension of it to make a donation which will be a lasting benefit to the farmers of the interior of Pennsylvania. Nor would the agricultural interests be all that would profit from the restoration of the old pike. In connecting the great cities of Pittsburg and Philadelphia they would profit in many ways from a permanent State highway across the mounthins.

Of Importance to Many.

"The old pike could be well repaired at a cost of \$1,000 per mile," continued Mr. Mc-Intyre, "and it is just 300 miles long, or 54 miles' shorter route between Pittsburg and Philadelphia than the Pennsylvania Bailroad. I have lived along this old pike all my life, and beside that I have been making a study of this road-building question for many years. The turnpike must be kept up. A large number of counties, towns and villages depend upon it as their main channel of traffic and communication. Now is the time to repair it the entire length of the State. If permitted to fall into further decay it will take a good bit more than \$1,000 per mile to fix it up. Although it was once the best road in this State, and one of the finest in the United States, no attention has been paid to repairing it since 1860. I mean by that it has never had in all that time a single dressing of stone, and where it has gone into the hands of townships the spring-

rdinary dirt road-trivial at best.

to place the present pike in perfect repair. In other words, three-fourths of the substan-

Maintained by Road Taxes.

Dirt roads can only be kept in good order where the hauling is light. But here was a road that was actually in its best condi-tion when used most. The reason is the stones are then kept more evenly distributed tance, however, you pass the last tollgate westward, and the balance of the pike has rom time to time been declared free to the

of the various townships to be repaired and kept by them just as they maintain other roads, viz., by a road tax. And in nearly every instance I find that this tax is worked ut by the farmers living on the abutting

Chambersburg. None of the companies built a mile of com-pleted macadamized road at a time, yet in

the end they secured what was practically a macadamized thoroughfare. The general policy was to ignore dirt in repairing the pike, and having originally graded and properly drained the center of the road, to simply throw in stone broken small, month

after month, and year after year, until they had gained solidness and permanency. Wherever a rut or hole appeared, the same policy was adhered to-no dirt, but all broken stone. In the best days of the pike, along about 1840, I am told, the covering of the entire thoroughlare averaged from 15 to 18 inches of stone. This had been packed down so tight by constant travel, and so much care had been originally taken in grading the foundation bed for it, with due regard to draining of the water as it seeped

a floor. It is said that you could have walked from Bedford to Stoystown after it had rained two weeks without getting your shoes muddy Filling Up the Sinkholes. sinkholes, where there were under-In ground springs to overcome, stones, big and little, were simply filled in year after year until a bottom was found. There are to-day spots along the old pike with six or seven time repairs have been the same as on any feet of stones in them, and they are always dry, as a result. The repairing of the turnpikes was done

What It Would Cost for Repairs

by 20 years (in which there have been no repairs) and you may find how trifling would have been the taxes to keep con-stantly in repair a stoned road. tial roadmaking on that highway is still in-tact. The other fourth, which has suffered from neglect, is on the surface, and could be from neglect, is on the surface, and could be easily and permanently repaired if the work was conducted in a proper manner. THE DISPATCH expedition covered close upon 800 miles of dirt roads in Western Pennsylvania, and about 200 miles of macadamized, semi-macadamized, or stoned roads, and I do not hesitate to say that, with the exception of the old National Road in Southwestern Pennsylvania, the Pitte-Since the old plan of repairing the turn-pikes was dropped, the rougher stones of the under courses have been allowed to work to the top, thus making the road in some places rough to ride upon. Especially on the mountain slopes the washing out of the roads by rains year after year has damaged the pikes. This is the worst part of the damage, and that could have been easily

that the old pike is a wreck. Far from it.

in Southwestern Pennsylvania, the Pitts-burg and Philadelphia Turnpike, even as it exists to-day, with no substantial repairs for 20 years past, was the best, the most ex-cellent highway we found. We traversed that part of it from Bedford west.

East of Bedford, through Fulton county, tolls are still collected from wayfarers, and the proceeds are supposed to be expended in repairs. This side of Bedford a short dis-

public by the courts, thus placing the entire pike from Bedford to Pittsburg in the hands

The road was first turnpiked 75 years ago. Improvements had been made upon some stretches of it even earlier than that, as for instance the granting of a charter to the company controlling the Lancaster and Philadelphia end in the year 1796. The pike, although a continuous through route, was owned by different corporations. That section extending from Pittsburg to Greensburg was built by a company in which were the Dennys, the Negleys, the Larimers, Irwins, McMasters, Judge Wilkins, Phillip Winebiddle and John McFarland. The pike from Greensburg to Stovestown was con-

through Bedford and Fulton counties to Work That Was Well Done. The building of the road was a remark-able example of what effect persistence and plenty of stone will have on a roadway. still living there."

No Tolignte There Now.

Different From Dirt Roads.

damage, and that could have been easily prevented by the system of constant vigi-lance, customary in early days. But as a whole the road is still solid, dry and smooth, especially where it is level. Unlike dirt roads, we found it best where it was most traveled, and worse where the travel is email

A Touching Reminiscence.

The mention of Thomas M. Marshall's

name brings to me a touch of pathos. Two

months ago in mapping out an itinerary for THE DISPATCH expedition I consulted

Mr. Marshall about the route from Bedford

and better broken up on top.

Almost eagerly I watched for that tollgate as we rattled down the mountain the other day. But there is no longer any tollgate there, and I could hear nothing of the maiden ladies. But there is scarcely a man, woman or child along the pike from Brad-

ford to Pittsburg who does not remember "Glorious Old Tom," as the older people still call him. Very many of them have asked me about him and want to know why his two barouches "never come out this way anymore. "Mrs. Marshall was a beautiful woman a person of lovely disposition," said Mrs. Jane McIntyre, the landlady of the wellknown road house at Jacktown. "We all knew and esteemed her."

And I heard that said more than once along the old pike. L. E. STOFIEL. own through the stones from the surface, that the roadway was as smooth and even as

THAT PROHIBITION CAMPAIGN.

The Brewers' Association Denies Its Liabilities for the Expenses.

PASSENGER MEN'S OUTING

Cumberland Gap.

ONE YEAR'S OPERATIONS.

Burgiars in Wilkinsburg.

to force an entrance. She shot at the men, and they ran, but it is thought that one was

RELY upon Platt's Chlorides for all house and divis "setting purposes.

hit, as blood was found on the porch.

PHILADELPHIA, May 21.-Answers have been filed in the Common Pleas Court by the State Brewers' Association to the suit brought by Moore and Sinnott for money advanced in the late prohibition amendment

proves that the first heavy cost in building a road right, is offset in the end by the low taxes that will inevitably be required for keeping it in repair. Mr. McIntyre says \$1,000 per mile will repair the road and make it as good as new. Divide that \$1,000 by 90 reare (in which divide that \$1,000 CHICAGO STEEL MEN Building Extensive Plants to Enter

Into More Active Competition WITH GAS CITY MANUFACTURERS

Their Advantage of Nearness to Iron Mines and the Lake May

when it was easy to get a license. Ever since both gentlemen landed in America MAKE THEM FORMIDABLE RIVALS

INPECIAL TRUNCHAN TO THE DISPATCE. CHICAGO, May 21 .- South Chicago, where the principal works of the old North Chi-cago Rolling Mill Company are located, is all activity just now. A big new steel mill is being built as rapidly as men and money can build it. New blast furnaces have been put up and a vast steel shipyard is in pro cess of construction. The Calumet river, which winds through the town-it is now within Chicago's city limits-is being deepened. Great dredges are at work cutting new channels through the sand, and all this because the Illinois Steel Company, the conveyed the two families to their new successor of the North Chicago Company, homes in Temperanceville. The Eichen-laubs numbered three in all; a pair of flaxen-haired, ruddy-cheeked children ac-companying their mother. With comely Mrs. O'Brien came five swarthy, blue-eyed little Goels, of the true Southern stock. But hoth women had heaved has determined to crowd the steel men of Pittsburg and the East out of the Western

market. to Pittsburg. He had driven over it every They go about it very modestly, too. Call summer for years with his family. At the conclusion of the conversation the great at their offices and they tell you that they were only making a few repairs, replacing criminal lawyer remarked: "Ah, me! It's been three or four years some of their old machinery with new and now since I have gone to Bedford Springs overland. I only kept up the practice of adding a furnace or two to keep up with the demands of the times, but the fact of the driving there because my wife enjoyed the matter is that, with characteristic Western ride when she was living. For several years after she died I continued to drive the 94 shrewdness and energy, they have deter-mined to capture the Western markets in every branch of steel manufacture and leave miles because of the sacred memories it revived. To me there are endearing associa-Carnegie and other giants of the East to seek tions in every mile of that old Philadel-phia pike between Wilkinsburg and Bedpastures new.

GREATER COMPETITION PROMISED.

"By the way," he added, "remember and Up to this time steel rails are the only articles in which the programme has been to any great extent carried out. In this line, as everybody knows, Chicago is a close com-petitor of Carnegie, the race between the two is often very exciting, and the "star spangied Scotchman" would be denvised of some of his Western tell me if you find two maiden women at the be deprived of some of his Western they loved her. I often wonder if they are trade, if it were not for the cheap carriage of his goods by way of the rivers, as, for instance, when it was noted in a recent issue

of THE DISPATCH that one of Gray's Iron Line boats left Pittsburg with a tow of steel rails representing over \$400,000 in value, destined for points on Western rivers, to which they can thus be taken as cheaply as they could be shipped by rail from Chicago. Within the next three or four years the competition will be much keener, unless all

operate its own iron mines in the Northern Peninsula, and the only thing for which it s dependent on outsiders is the carriage of its ores to its furnaces in Milwaukee and Chicago. It proposes to be independent'in this regard also, for, through an allied cor-poration styled the Chicago Ship Building Company, it will build its own line of great lake freight carriers of the modern style which, because of their immense capacity, their speed and cheapness of handling, have made the sailing vessel almost a thing of

the past. HOPE TO EQUAL PITTSBURG.

The Chicago blast furnaces will thus get their ores more cheaply than those in Pitts-burg, and, by using the same policy with reference to coal, a similar reduction will be made in the cost of fuel. By these and other means, it is believed, the great adcampaign. The first affidavit is by Charles vantage which Pittsburg enjoys in natural Class, one of the defendants. He says that the overcome, and the cost of produc-tion made at least as low in Chicago as it is

Families From Erin and the Fatherland Meet Auxions Busbands in This City. A curious scene was witnessed in Temperanceville the other afternoon. On Duncan street dwells Christian Eichenlaub while directly opposite his home is situated the residence of Michael O'Brien. The first mentioned individual is, it is hardly necessary to state, of Teutonic origin, and has been in this country but four years. Mr. O'Brien is a native of green Erin, where his

COULD NOT BE BUTTERCUPPED.

ancestors were kings in the good old days

they have been grass-widowers, inasmuch as their wives and children were left behind in Europe until enough money could be amassed to pay their passage to these shores. Eichenlaub and O'Brien worked in the same mill, and became fast friends, By same mill, and became last friends, by dint of mutual encouragement, they suc-ceeded in saving up enough money to rent houses in Temperanceville and to bring their families across the ocean. It was arranged that Mrs. O'Brien, who came in a White Star liner, should wait two ders in New York for Fran Eichan. two days in New York for Frau Eichenlaub, the latter lady having taken passage on a Hamburg ship. Everything came off nicely, and yesterday two express wagons

he arrives. But both women had brought more than children from the old countries. The wagons were loaded high with lares

FEW STAY-AT HOMES.

and penates; bedding, pictures, and even chinaware being included in these miscellaneous collections. At opposite sides of the narrow street the loads were stopped; and for some moments the thoroughtare was completely blocked. The radiant fathers of these highly interesting families ran wildly about embracing their offspring and the wives of their respective bosoms. Then Mr. O'Brien had to be introduced to Mrs. Eicherlaub, and Mr. Eichenlaub to Mrs. O'Brien; so that the Temperanceville loungers had something to stare at. The fuony part of it was that the two families had traveled together all the way from New York without being able to speak one word of each other's language. Yet they appeared to be the best friends in mething Discovered That May Account

A GOOD SUMMER FOR TRAVEL.

"The popular excursions are always well patronized by the working classes. Ten or 15 days in the summer, at low rates, is as much as they want, and they always avail themselves of such opportunities A GROWING BUSINESS.

"It is surprising how the popular excur-

tors, etc., at \$500. Mr. Mercer states that while the assess-ment was thus reduced nearly \$20,000,000, it returns almost as much money as did the ld system, and there is scarce any fighting with taxables-it was a shindy of several months each year previously—and there has been a vast saving in the amount of clerical hire necessary to hear and rectily assessors'

TTOTS The lot of a conscientious assessor is not a happy one. He must get his information argely from women, and they generally ook upon him as a disagreeable inquisitor, and it is said that experience has shown that the average woman has less conscience than the average man. While the change has lightened labor in the Commissioners' office, it has also reduced the average yearly amount of profanity several thousand cubic feet. The professions of law, medicine, divinity, etc., seem to be regarded as lux-uries, and taxed accordingly.

FATAL FREIGHT WRECKS.

Illaions on the Lake Eric and Pennsyl-

vania Railroads-Two Engineers Instantly Killed-Other Train Men Seri-Trains on the Lake Erie and Pennsylvania Railroads were delayed yesterday by on the Pittsburg and Lake Erie broke below the Aliquippa siding yesterday morning, and six cars were left on the track while the rest of the train went on to the siding. A construction train, with the engine reversed, ran into the cars. Engineer Thomas Rogers, Conductor Miller Manz and Fireman Daniel Robertson jumped when the collision occurred. The enginee fell with his head against a tie and his brains were dashed out. The conductor broke his leg, was severely cut and bruised, and it is feared that he is injured internally. The fireman escaped with a few cuts and bruises. The dead and wounded were taken to their homes at Beaver Falls. All three men are married, and Rogers leaves a wife and three children. Two freights running fast on the Pennsylvania Railroad, near Altoona, side-wiped yesterday morning, a number of cars were wrecked and considerable treight destroyed.

ously Injured - Trains Generally De-Inyed. Trains on the Lake Eric and Pennerit He held that schools were maintained for specified educational purposes alone, and two fatal freight wrecks. A freight train

for Mysterious Boller Explosions. BRIDGEPORT, CONN., May 21 .- Mr. F. G. Fowler, of this city, addressed a society of engineers Satarday evening respecting his discovery of a property of steam which, under some circumstances, will cause an insigns fail. The Illinois Steel Company now own and stantaneous doubling of boiler pressure without the application of more heat. His claims were demonstrated by a small boiler, in which the pressure was raised to 40 pounds, and after being removed from the

first toll gate on the western slope of Laurel Hill Mountain, some miles beyond Ligonier. They are aged and wrinkled. They have no shadow of right by law to charge toll any more, but every time I pass there I give them \$5 for toll. My wife liked them, and

small.

"A stoned pike, like this once was, could save it now, and you can do it for \$1,000 a sylvania. some rich philanthropist will not make it a baving good pikes if the repairing was second Appian way, then the State Legislature should undertake the work by general taxation."

For a whole week THE DISPATCH CIplering party had been riding over these old-time pikel, and most of that week was spent on this same turupike of which Mr. McIntyre speaks. The real glory and beauty of the Allegheny Mountains must forever remain a sealed book to those who go over them only by rail. Nowhere else east of the Rocky Mountains can such scenery be found as will be disclosed by an overland trip through the interior of Cambria, Blair, Bedlord, Somerset and Westmoreland counties.

Pennsylvania's Natural Grandeur.

The stage coaches once had greater claims for scenic attraction than any of the railroads of to-day, but there was no railroad photography in those days, and the very imited travel on the stage coach pikes in this era leaves the public at large in ignorance as to what a wonderful natural park lies in the heart of Pennsylvania. It is wast, it is grand.

Were there better roads there would be more pleasure in driving across the mountnins. This Yellowstone domain at home lies within a day'ndrive of Pittsburg, and yet it is very little an areciated. Governor Beaver's proposed improvement of public roads offers a plan of making Penpsylvania's natural park accessible to household carriages from both Pitteburg and Philadelphia.

Pleasure Travel Years Ago.

Years ago private equipages as well as stage conches traversed these roads in sum mer outings, Hon, Thomas M. Marshall and many other Pittsburg families year atter year drove from Plittsburg to Bedford Springs, and thought nothing of the journey. This custom was kept up as late as a few years ago, but every year the road grows worse, from neglect. Crossing the mountains by carriages would again become popular if it could be done with comfort and Eo there is a social side to Mr. McIntyre's suggestion that some philan thropist, or the State, restore the old pike, especially as this is an era of parks and pleasure-seeking in the great cities.

Last week, in coming home from Stove town, Somerset county, we recrossed Laurel hill. In seven miles we did not pass a farm or dwelling. All was forest, and the old pike is a lovely sylvan drive. Down this side of the mountain the bank on one side of the road is covered with rhododen drons, high almost as the trees themselves.

Beautified by Flowers.

The laurel hedge is four miles long and 20 leet high. Its blossoms are just begin-ning to shape themselves, and this natural wall of evergreen is a wondronaly pretty thing. In the Ligonier valley there were wide fields covered with bluets, buttercup and early violets. Then we entered the gorge of Loyalhanna creek-the green canon n which the stream cuts its way through Chestnut Ridge.

Here again the pike becomes a beautiful thoroughfare. The trees arch overhead, and in the two or three miles through the mountain gap they form a canopy so thick that sunlight seidom flashes across the Loyalhanna's waters, which dash and foam right beside the driveway. Water cresses, pretty white star-shaped flowers, and a dozen varieties of wild flowers peeped out from among the ferns. Huge rocks have actually become soft seats from the moss cushion growing upon them. It was with a sigh o regret that we presently sighted Latrob and left the mountains of Pennsylvania be hind us for good.

Something of a Rend Still. I do not mean to convey the imp

in a systematic and scientific manner. Thes "A stoned pike, like this once was, could be built again for \$4,000 per mile. But of the year, as they are now all over Penn-The old-time road makers, it is mile, and then have a magnificent road. If said, would have laughed at the very idea of to be done in one month out of twelve. In fall they opened up all the "water-tables

and culverts along the pike to clean them out for the winter, something that is never or to any one on their account, or pay at their request, the said sum of \$10,800, as thought about these days. Then the repair ing of bad spots in the road was kept up all stated by plaintiffs. The association defend. the year around, during both the summer and winter, as well as in spring. The manager, superintendent, or sequestrator of the pike, whatever was his title on the various divisions, kept a strict watch over the part of the road under his supervision. Wherever it needed repairs he would either mark on the fence rails opposite, with chalk,

"stone," or he would drive a stake into the ground at the bad spot to indicate to the road-gang where repairs were necessary. When Travel Began to Decrease.

ers' Association against the Pennsylvania State Brewers' Association for money alleged Laborers were kept at work all the year to be due, growing out of the campaign exbreaking stones and filling them in. Of

day.

ourse, in those days the wages for such la-Denses. boring work as breaking stone were lower than they would be now. In 1852 the first cessation of this systematic repairing took place between Bedford and Pittsburg Travel had began to wane on the pike be Pittsburg. cause of the canal. By 1860 all such repairing had stopped, because then the traffic o the State was largely drifting to the Penn-sylvania Railroad. Although the last toll-

gate between Pittsburg and Greensburg was only abolished ten years ago, there was littile or no repairing by the persons taking toll, and that is now the great burden of complaint against the toll-takers east of Bedford. Between Pittsburg and Bedford, where the

townships support the road by taxation, the system of repairs is a travesty on the good workmanship of our forelathers. It amounts to practically nothing, the dirt of the gut-

ters merely being heaped up in the middle over the stone-work of hall a century ago. With such solid stone foundations, why couldn't the townships have continued the policy of dumping broken stone on the top? In originally making this pike, lime-stone was generally used, for the reason that it was plentiful in Bedford, Somerset and Westmoreland counties on this side of the dividing crest of the Alleghenies, and on the other side there was also abundance of it. Yet here and there you may still find stretches of road where the ordinary rock of the mountain and field have been used. It is not sandstone, but of a sort of nonde script character. It proved sufficiently hard for road purposes, and was broken up and used to advantage. In my previous letters I have frequently quoted farmers in various parts of the State who believed that

even sandstone would answer for macadamizing), if plenty of it was filled in upon the road year alter year. What has been the result of this policy in originally constructing and maintaining the Pittsburg and Philadelphia pike? Well,

this winter and spring has been generally admitted to pave been the worst on country roads for 30 years, owing to the open weather. Yet at no time this winter or spring has the pike between Bedford and Pittsburg been cut up, or even rendered inconvenient to camsters, except at two places, viz .: in the neighborhood of Irwin station in Westme land county, and between Turtle Creek and Wilkinsburg in Allegheny county.

Why the Road Lasts. Of both these bad stretches of road I shall write more fully in the article that is to fol-But the balance of the pike, say Ft. Wayne company, as rental, \$3,115,442, leaving a net profit to the operating comfrom Benford to Irwin station, was in excel-lent condition all the spring. It was a physical impossibility to cut it up, or even pany of \$786,219. The votes cast represented a sum total of \$28,616,600. make it very muddy, by the miscrable weighter that the country experienced all winter and spring. It was too solid. There Early yesterday morning Mrs. E. L. was too much stone in the road, and there as practically no dirt there to moisten into Hays, of Wood street, Wilkinsburg, was mud, or to plow into ditches and ruts. And aroused by burglars, who were attempting

this, too, is the way the pike is holding out, with no substantial repairing for 20 years. It is the most power al argument for ma-cadamized roads that I found in all my overland travels of six weeks. And the fact that it was so good with so little repairing | hold di

the organization was formed for mutual benefit. It is admitted that a committee was appointed to carry on the campaign, but that all money was raised by voluntary contributions. It is claimed that no agreement was entered into. The affidavit concludes by saying: "The

which center there and compete for her plaintiffs did not on June 22, 1889, or at any time advance to the association defendants, trade. The new steel plate mill at South Chicago

can hardly be finished and in operation for a year. The work at the shipyard is being pushed very fast. Part of its buildings are ants did not on July 11. 1889, or at any time, lready under cover, and some of its maagree to pay the plaintiffs the said sum of chinery-which bears the marks of manu-facturers in Scotland, New England and \$10,800 in two weeks thereafter, or at any time. The association defendants are not indebted to the plaintiffs in any sum what-The association defendants are not various parts of the East, including Pittsourg,-is already in position. slips is nearly completed, and the dredging Mr. Class also presented another affidavit n the other two has lairly begun, but it can setting forth substantially the same facts as the first. This last one is not filed in the hardly be ready for work in less than a year. So that, in the matter of steel plate Moore and Sinnott case, but in the snit

at least, Pittsburg, which now makes vast brought by the Distillers and Liquor Dealquantities of that article for use in lake oats, will have a full year to prepare for the advent of its Western rival. SENDING EAST FOR IRON.

Structural iron is another article, in the

manufacture of which the Illinois Steel Company is about to compete more actively than heretofore with the Edgar Thomson

Good Time Had by Those Who West to Up to this and its other Eastern rivals. time the limit of its capacity in this line has The Pittsburg contingent that attended the been a straight 15-inch beam. The work has been done at the mill located in the annual outing tendered to the Louisville north side of Chicago. The machinery there is none too robust, and a 15-inch beam Passenger Agents' Association by the Louisville and Nashville road, returned yestercrowds it to its utmost capacity, and is liable to bring about a breakdown, but the Through the kindness of E. D. Smith, district passenger agent of the B. & izes under that it makes very comfortably O. road, the Pittsburgers traveled over the and about as cheaply as the structural stee latter line to Cincinnati. A special train of works of the East. Its great disadvantage has been that it did not have the necessary Pullman cars containing about 200 passenger and newspaper men left Louisville early appliances for punching and fitting the beams so as to make them ready for immelast Saturday morning for Cumberland Gap. They were entertained at the Middlestiate use. To obviate this difficulty maborough Hotel. This town is in the iron regions in the chinery for punching and fitting has just een introduced in the Northside mill, and South. J. P. Witherow & Co. are building extensive furnaces there. The excursionists hereafter, as to smaller and commoner sizes

and shapes, Chicago will be a somewhat more active competitor of Pittsburg than were provided with horses, and spent Sun-day in climbing the famous plunacle at she has been heretofore. Cumberland Gap, where Forts Edgar and Lyon are located. The old ramparts are still But in the department of structural iron she is still immeasurably behind such es-tablishments as the Edgar Thomson, and it seen, and where "Long Tom," the big gun that did such effective work duing the war, estimated that with the utmost that care was placed, a pretty little restaurant now and skill could do, she could not eatch ut in less than three years. For instance when our "Tacoma Building"-a 13-story stands. From this pinnacle a com-manding view of the country for 100 miles around is obtained, and structure built of steel beams and terra cotta the Kentuckians claim that six States can -was proposed a year and a half ago, po Chicago establishment could touch the work. be seen from its heights. The lines of three The architect's plans were taken to the Car of them come together on the pinnacle, and negies; their draughtsmen figured out the if a man had three legs he could stand in Virginia, Kentucky and Tennessee at the details: the orders were

SENT ON TO PITTSBURG

Much credit for the excursion is due to and the steel came back finished, and fitted Mr. Herman Holmes, Traveling Passenger Agent of the L. & N. road in this territory. with such nicety that it only remained to set it in position. Few of the people who saw that building spring up like a mushroom in a night, understood that the reason was that it had all been built beforehand at Braddock, and came out only to be set in position and bolted together. The same thing was true, to a limited extent. of our old Chamber annual Meeting of the Pittsburg, Ft. Wayn and Chicago Railroad Stockholders. The bond and stockholders of the Pitts. of Commerce building, which has been heightened by nine additional stories, buil burg, Ft. Wayne and Chicago Railroad held their annual meeting yesterday and reof Pittsburg steel and terra cotta. It is believed that the World's Fair buildings will call for a vast amount of this elected Messrs. John N. Hutchinson, Will-

iam Hooper and L. Z. Leiter directors. material, but up to this time there is noth-ing to indicate that the Illinois Steel Com-President L. H. Meyer presented his report, which shows that the income for the pany will get its plant in readiness to enter into active competition with the East for it, venr 1889 was \$10,880,515 50, and the expenses of operating and maintaining were \$6,978,854 50, leaving \$3,901,661 as snrplus, turther than for a few of the smaller size and the commonest shapes. out of which the lessee company paid to the

Mose.

The champion and best known newsboy in the United States! He has written letters to General Alger, of Michigan, and other noted men. He now writes one to Mr. Norman Lichty, Des Moines, Ia.: DEAR SIR-Your Krause's headache cap

sules are just the thing. I suffered two days with a terrible headache, and took two of

the capsules you gave me, and was relieved in an hour. It was the best Christmas pres ent I received. Respectfully, MOSE JACOBS. Only 25 cents a box. For sale by druggists

ever assembled was the first Territorial Leg-The question the islature of Alabama, which convened at St. which can take its goods at the lowest cost to the consumer, and there Chicago claims Stephens, then the capital of the Territory to have the advantage, because of her greater nearness to the West and the sharp on the 19th day of January, 1818. The Territory was divided into seven counties. ivalry among the numerous railroad lines There were 13 members of the Lower House present, but the only Senator who put in an appearance was James Titus.

St. Louis Globe-Democrat.]

periments.

Senator Titus would call himself to order, introduce bills which failed to pass for want of a quorum, concur in House bills and adjourn over from day to day, a motion to adjourn always being carried without opposition. With the aid of the House, Senator Titus managed to transact a large amount of public business during the five One of its weeks' session of the Legislature, and, doubtless believing the end justified the means, Governor Bibb signed the bills. means, Governor Bibb signed the bills. Whan the two houses were in joint session, Senator Titus always referred to himself as "the Senate."

A NEW PROPERTY OF STEAM,

fire suddenly thrown to 80 pounds. In an-

other experiment the pressure was raised in

or those which withstood the inspector's

test, and then exploded at lower pressure.

HE WAS A WHOLE SENATE.

How One Man Constituted the Upper

House in Alabama Territory.

One of the most remarkable Legislature

VALUABLE COINS.

A Large Collection to be Sold at Public Auction Next Month. Springfield Republican.1

Loring G. Parmalee, the numismatist of Boston, and a former resident of Wilmington, Vt., has sold his valuable and unique collection of American coins to New York persons, who are to sell them at public auction next month. The collection comprises about 3,000 pieces, many of which are uncirculated, and is thought the most valuable single collection of United States coinage in the world, and is valued at \$75,000 Mr. Parmalee has been about 20 years se-

curing this collection, which includes the rare 1804 dollar, for which he paid \$750, though it has since nearly doubled in value, and a specimen of every gold coin from 1795 down to the present date, the best assort-ment known. Some of the rare pieces of colonial coinage in this cabinet are valued as high as \$1,000 each. An unsuccessful effort was made to secure these coins for the Government, it being a more nearly complete collection even than the one in the Philadelphia Mint.

LIGHTS IN THE PARKS.

The Glare of the Electrics May Spall Pittsburg's Trees and Shrubbery.

Now that electric lights and parks are prominent feature of Pittsburg improvements, it will be interesting to note the effect of continuous light on the foliage of the parks and the shaded residence streets of the city. It is held by botanists that a plant must have its sleep as regularly as anything in the animal kingdom. Trees in the Jardin des Plantes, at Paris, and in another great park at St. Petersburg, were observed to pale in color and slowly wither under the influence of electric illumination, continued for seven or eight months.

The city lamps are so placed that certain trees will be subjected every night to the full giare of the electric lights. We all know he character of vegetation that attends an absence of sunlight, and an absence of day-light may produce equally striking phe-

INDIA silks-odd lengths, containing rom 12 to 20 yards, at 50c a yard to close; were 85c. HUGUS & HACKE. were 85c.

Fast Black Hoslery.

Guaranteed not to crock, 123/c, 19c, 25c, 30c, 35c and up; fine lisle 373/c, 45c, 50c; one lot French lisle 48c, worch 75c. Examine these. ROSENBAUM & CO.

Protect Baby's Health

By purchasing one of those handsome car-riages offered so cheap at Hafrison's Toy Store, 123 Federal st., Allegheny.

For Handsome Dress Trims And lowest prices-consult our trimming department. JOS. HORNE & Co.'s Penn Avenue Stores.

for 20 years, and since the Pullman and chair cars have been put on I notice that even the wealthiest people patronize them, as well as the poorer classes. We will run our regular excursions to Atlantic City this summer, as usual. The first excursion from Pittsburg to Atlantic City will be on July 3, and they will be run every other week for the balance of the season. The local business will open with an excursion to Ohio Pyle on Decoration Day. The number of excursions and picnics to be held seems to be larger than ever this summer, and altogether the outlook is flattering in the extreme. I need not add that Pittsburg is one of the greatest excur-sion towns in the United States, and whether the summer is hot or cold, it doesn't make any difference. Everything here depends on how steady work has been, and as the mills have been running right along the people have money, and this is why I know the coming season will be a lively one for the railroads. To a large extent the sum mer excursion business gauges the prosperity of a city." William Boyd, one of the engineers, was

ECLIPSING THE RECORD.

Colonel Samuel Moody, District Passenold and was one of the most thorough and ger Agent of the Pennsylvania Company, said that from the present outlook the ex-cursion business will collpse any year since trustworthy in the employ of the Pennsylvania Railroad Company. Mr. Boyd lived at Harrisburg. Brakeman Baker was in

he has been in the business. The inquiries for rates and time are pouring in daily. The Fort Wayne does a big trade every year a Rock Point. Last year 12,000 people a tended the Amalgamated Associations's plonio there, and this year the leaders figure that the attendance will be 15,000. The Colonel recently met the various commit tees at Rock Point, and the arrangement were completed for the picnic this season. The Pennsylvania Company will also run an excursion to Cleveland run an excursion to Cleveland on May 29 and 30 for the dedication of the Garfield monument. He expects four sec tions will be necessary to carry the people The Colonel says that most of the dates for the Rock Point grounds have already been taken, and he thinks the road will soon have to look for another planic resort. The rates on the Penusylvania Company's lines

POPULAR ATLANTIC CITY.

For the Pennsylvania road Colonel Thomas E. Watt, Division Passenger Agent. said that his road would have enough to do this summer carrying the people. The regu-lar excursions to Atlantic City will be run. beginning July 10. There will be four in all during the season. The Colonel is much impressed with Idlewood as a picnic ground, and the road has fixed the rate at 50 cents for Sunday schools and \$1 for other organi-zations. The distance is 100 miles from the city. A few good dates are left scattered through the summer, but Mr. Watt says in a short time they will be taken. people in arranging for picules secure the grounds very often in the winter months. The little Lake Erie always comes to the front with a good showing. General Passen-ger Agent A. E. Clark, of the line, is satisfied with the outlook for the summer. Mr. Clark is one of those who hold that much depends on the weather. If it is warm the business will be good; it not it may be fair, ducted by the Masonic lodge of which he was a member. but more likely to be mediocre.

WHERE FISHERS RESORT.

He reports that the upper lake regions will be as popular as ever this summer for fishing clubs. The Mackinao Islands, St. Clair river and the St. Lawrence district

will get a large number of Pittsburg's tourists this summ

F. E. Randall, the local agent of the Detroit and Cleveland Navigation Company, has been at work since the ice melted on Lake Erie. He is well known in Pittsburg and can tell more about fishing clubs than any other man on earth. He has already booked a number of clubs who will camp at various points in the lake regions. Some of the Pittsburg clubs have purchased land along the St. Clair and on some of the smaller lakes, where they are crecting cot-tages. The Lake Erie Eailroad's balliwick

the manner in which they were to be supported was provided by law and every ster in the directors' course plainly pointed out He further held that directors had no right to allow school houses to be used for lec or concert rooms, or for the holding o borough council meetings, or for religious meetings. Nor could he find any meetings. Nor could he find any warrant for the use of school buildings for the purpose of holding political meetings whether of the Democratic, Prohibition, Greenback or Social Democrat organizations. School directory may purchase, sell, levy taxes and do many other things necessary for the support of schools, but they are all specified in the law and directors are not given the power to lease school property for the purpose of rais ing revenue.

IT IS NOT DISCRETIONARY.

Judge Fetterman did not think school directors had any discretion in the matter, but must follow the plain provisions of law and he did not believe these would justify

John S. Lambie said he thought it very doubtful whether the school board could

jured, as was also Fingman McCliner. DID NOT COMMIT SUICIDE.

Coroner's Hasty Work Investigated-Michael Hart's Death.

On Tuesday last a special telegram from Columbus, O., stated that George D. Dent, whose correct name was Michael Hart, and who left Pittsburg 13 years ago, had com mitted suicide in that city recently. A brother of the deceased, James Hart, of this city, went to Columbus to investigate the case. Mr. Hart, in his efforts to get information concerning the sudden and mysterious death of his brother, learned that no in-quest had been held. He called on the Coroner, and that official stated that it was not necessary, as a bottle of morphine had been found in the room he occupied.

Mr. Hart thought this a rather strange

way of disposing of a matter so serious, and continued his investigations in order to establish his brother's ignocence of the crim of suicide. On Saturday night deceased se ured a room at a hotel where he made his home when in Columbus. He was suffering from an attack of painter's colic when h retired. As he was a favorite in the house, no attention was paid to his movements. His room was visited at intervals from Saturday morning until Monday noon. It was locked, but the chambermaid supposed it was all right and paid no attention to the matter until Monday noon, when she de-cided to investigate. It was then that the body was discovered. It seems that Mr. Hart had taken the drug for the purpose of easing pain, not with suicidal intent. He had no troubles of any kind, was a favorite in the community in which he moved, as was attested by the fact that from 1,200 to 1,500 attended his funeral, which was con-

NO CLAIMS PRESENTED

Mrs. John A. Logan Asks to Have Her Husbaud's Estate Settled. CHICAGO May 21.-Mrs. John A. Logan,

executrix of the estate of the dead Senator, filed her final report of the estate with Junge Kohlsaat to-day. Mrs. Logan says that since she was appointed executrix two years ago, no claims have been presented against the estate. The total personal estate is less than the amount of the widow's award, and she has selected and applied the same upon her award. She said that there

same upon her award. She said that there remains no reason why the estate should not be settled, and she prays that the report may stand for the final account, and that she be discharged from her administration of the estate and the estate be declared settled. is in the direction of the lakes, and this road is prepared to reap a harvest this sum-mer. Pullman cars have been put on the road to run during the excursion period. The report is concurred in by John A Logan, Jr., and Mary E. Tucker.

the lensing of oil territory. R. B. Parkinson held similar views. almost instantly killed. He was 65 years lease school property for the purpose pro If the majority of the opinions given hold, there is scarce a school board in the State that has not been a law-breaker. In the rural districts, sleight-of-hand shows, Punchand Judy shows, magic lantern, and in fact all kinds of shows are held in schoolhouses, as a matter of course, and nothing ever thought of it, and were it not for the

riendly shelter of schoolhouses some of the most brilliant coruscations and most fearful fulminations of Broadax Smith and Ajat Jones would never go slashing and rumbling "down the corridors of time" for the bene-fit of our children and our children's children.

The Court refused to grant the injunction asked for, so the boring for educational grease can go on, but it is said that Mr. Young will take the case to the Supreme Court for adjustment.

HOISTING A MOUSE.

Wonderfal Performance of a Spider to Get : Supply of Meat.

A story showing the strength and intelligence of the spider has been revived. Following is the original account elipped from the Lebanon (Ky.) Standard of 1882.

A tolerably tall desk stands against the wall in P. C. Cleaver's livery stable. A small spider had fastened to the bottom of the desk a conical web reaching nearly to the floor. About 11:30 o'clock Monday forenoon it was observed that the spider had ensnared a young mouse by passing fila-ments of her web around its tail. When first seen the mouse had its fore feet on the floor and could barely touch the floor with its hind feet. The spider was full of business, running up and down the line and occasionally biting the mouse's tail, making it struggle desperately. Its efforts to escape were all unavailing, as the slender filaments about its tail were too strong for it to break. In a short it was seen that the

spider was slowly hoisting its victim into the air. By 2 o'clock in the afternoon the mouse could barely touch the floor with its forefeet; by dark the point of its nose was an inch above the floor. At 9 o'clock at night the mouse was still alive, but made no sign except when the spider descended and bit its tail. At this time it was an lach and a half from the floor. Yesterday mora-ing the mouse was dead, and hung three nches from the floor.

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

Exhibition of Bare Pottery and brie-a-brae at E. P. Roberts & Sons New art parlor opens Thursday, May 29.

TTSSU

will be about the same as last year.