## A POPULAR DEMAND

For All-Night Cars to the Suburbs at Short Intervals on All Street Railways in Both Cities.

C. L. MAGEE FAVORS THE PLAN.

While There Might be Losses at Night, the Increased Davlight Travel Would Cover the Deficiency.

NIGHT TOILERS MUST BE CARED FOR.

How Various Traction Companies and Property Owners Look at the Matter.

Next to her enormous industries, rapid transit street railways have been the greatest blessing to Pittsburg. They have caused the erection of houses in every suburb. To live five or even six miles from one's place of business is no longer an item worth a moment's consideration. Business rapidly takes the space formerly occupied by houses, and it will soon take all the remaining ter ritory in the downtown districts.

The question then is, where will the night workers find homes? At present, men whose business keeps them until after 12 o'clock all have to live in the central part of town or sit up until morning to catch a street car. In other cities street cars run all night. In some the street car lines are compelled by ordinance of Councils to run cars every 20 minutes from midnight until 6 o'clock in the morning.

In Pittsburg there is a great demand for street car accommodations after midnight. In order to see whether Pittsburg could not have an all-night street car ordinance, Mr. C. L. Magee was interviewed by a Dis-PATCH reporter yesterday.

THINKS THEM NECESSARY.

"All-night cars are a necessity," said Mr. Magee, "and it has always been my idea to have them. I will run cars all night on the Duquesne Traction Company's lines. I know they have an ordinance in New York compelling the street railways there to run cars all night, but it would not answer here. While such an ordinance could be passed, it could not be enforced. The ordinances granted to the various lines are in the shape of contracts, and the city could not tell them how their roads should be operated. I believe, however, that all the lines will have to run cars during the hours between midnight and dawn. On our line we do not expect to make money running all.night cars, but the morning newspaper men, railroad and postoffice employes, printers and telegraph operators will be able to go to the country. While the night cars will not pay, the families of these men will be in the suburbs, and we will get all their travel. The increase in the daylight travel more than compensate for the losses at night, if there should be any, while the increase in the valuation of property which the addition of this class of people would cause will all be clear gain.

ALL MUST COME TO IT.

"All-night cars are a necessity, and every line must come to it, sooner or later," said Superintendent Davis, of the Pittsburg Traction line. "Of course, on our line we would have to run borse cars. We have to inspect the cable every night, and make the necessary repairs to the machinery We can only do this at night. I don't be lieve all-night cars will become general until the storage battery is perfected. They could be run then so cheaply that it would not require a big patronage to support them. Still, we could run horse cars. It would take four cars to give one car an hour over our lines. This would cost \$15 a night. while it might not pay now, I believe it would in a very short time. Newspaper men, printers, telegraph operators and all the other people who work at night would move to the country rather than live in the heart of the city. By charging 10 cents a trip it would only take 150 fares a night to pay expenses.

For my part I would be willing to have all-night cars, but I cannot put them on without orders. There is soon to be a meet-ing of the stockholders of the road, and the matter of running all-night cars will probably come up then. I don't know just how the company would act on such an ordinance. It is also a question with me whether Councils could compel any street railway to run all-night cars."

WILL BUN ALL NIGHT. "I don't see that we would oppose an ordinance for all-night cars," said Secretary McDavitt, of the Duquesne Traction Company. We intend to run all-night cars over our lines, but I don't think they will be run oftener than every hour. I think that will be frequent enough to accommodate the people. All-night cars are needed. People who get done work at the odd hours in the meorning would rather live in the suburban than in the central part of the city, but at present they cannot get out. Night cars will have a good effect in building up the suburbs. We will run electric cars all We can do this without running as

great a current as during the day." For almost a year the Birmingham Traction Company has been running all-night cars, and they claim it pays them. Mr. Curry was interviewed at the Southside office yesterday. He said: "Our experiment with all-night cars has been successful." They are paying first rate now. The fact that neople can come to the Southside at any hour of the night has brought large numbers over here. The business on night ears is growing steadily. When the electric cars are put on, we will run electric cars at night, so I don't suppose the company would object to an ordinance requiring all-

DON'T BUN FAR ENOUGH. None of the Citizens' Traction Company tals were about the headquarters of the road, but the head bookkeeper, in answer to a question, growled out: "We don't want anything to do with night cars. The ones we are running now to Butler street do not pay. I doubt whether anyone would move further out if the night cars ran clear to East Liberty. I don't know how the com-

pany would act in the matter."

The Central Traction Company claims it would be impossible for them to run all-night cars. Said Superintendent Smith yesterday: "We could not run cable cars all night, because we must have time to clean and repair the machinery. From mid-night until morning is the only time we have to attend to this It would be unsafe to run the cable all the time. Then horse cars would hardly do, because the grades on Wylie avenue are too steep. I hardly believe it would pay our line to run night cars at present, although there is a great deal of truth in the argument that night cars would induce the line of the line. night workers to live out along the line. I am not certain that the Central Traction Company would oppose an ordinance for all-night cars, but at present I don't see how they could be run on this road."

## NOISELESS STREET CARS.

The Pleasant Valley Company Experiment-

ing With New Gearing. Experiments are being made at the Pleasant Valley power house on a new style cog wheel to be used on the electric cars. It is intended to be noiseless, and do away with the racket made by the gearing in use on the rolling stock at present. Mr. Armstrong, superintendent of the Allegbeny water works, is the inventor of the new gearing. No definite information could be obtained

"last night in regard to the character of the The construction of the noiseless cogs is

said to be a composition consisting of com-pressed leather. The company has main-tained absolute secrecy in the matter. A public test of the new gearing is expected to take place shortly.

A GENERAL DEMAND MADE BY NIGHT WORKERS FOR QUICK TRANSPORTATION

A Picule Party That Was Forced to Walk to East Liberty-Tollers Who Are Waiting to Move Into the Sabarbs-Telegraph Operators Talk.

That the street railways would profit by running night cars was demonstrated from what several gentlemen said last night. These few spoke for a large number of people of Pittsburg and Allegheny who are employed in different capacities at night and who would take up their residence in East Liberty if it was accessible after midnight. Everyone spoken to said they were waiting everyone spoken to said they were walting until the roads would run night cars, when they would move out to the East End. Business men who are detained at their offices, sometimes after midnight, working over books at the end of a month, spoke of the great boon it would be to them when the all-night cars commence running.
Postoffice employes, mill men, glass

workers, telegraph operators, newspaper men and persons empleyed in other callings which necessarily detain them long past midnight at their work all say that they would move to the suburbs should the car line put on cars to enable them to reach home. Some of these now reside in Allegheny and on the Southside, but they would much prefer living in the East End. Quite frequently people arrive in the city on delayed railroad trains and have to go to considerable expense for carriage hire to reach their homes. Such was the case

about two weeks ago. A Sunday school in the East End held a picnic up the West Penn road and through some unforseen ac-cident the train did not arrive in Allegheny until 12:30 midnight, too late for them to catch a car for their homes. A great many children attended the picnic and could not engage conveyances to take them home, and the only recourse they had was to walk the long distance between the city and their homes. There were about 75 in the party, composed mostly of ladies and children, who trudged wearily five miles home. This started the demand for all-night cars, and the question has been agitated of late by East Enders.

A visit was paid to the Western Union Telegraph Office last night to see how many Telegraph Office last night to see how many operators would take up their residence in the East End in the event of night cars being put on the electric railroad. About thirty of the employes have families, and nearly all of them said that it was the only thing that prevented them from going out there to live now, W. A. Case said: "I purchased a house in Oaktand last summer; then I was work. in Oakland last summer; then I was work-ing on the day force. Since then I was put on at night, which compelled me to sell my

property."
T. J. Cummings said: "I reside on the Southside now, but I will move to East Liberty when the cars are put on after midpight S. C. Moran, another telegrapher, said he was anxious to move to East Liberty, but

being engaged at night there was no way of getting there without great expense. The rest of the operators expressed themselves in a like manner, and were very enthusiastic over the prospect of going out to the beautiful suburb.

NEED OF NIGHT CARS. A VETERAN REAL ESTATE DEALER

HEARTILY FAVORS THEM. Suburbs if They Could Reach Home in the Morning-Bound to Come Some

When Colonel W. A. Herron, the veteran real estate man, was spoken to on the sub-ject of all-night cars, he expressed his entire approbation of the idea. "It would be one of the best moves ever made in Pitts. burg," said he. "I have often wondered why such a movement was not made before Every night I hear cabs and carriages rattle out Fifth avenue. People come into the city their homes, and must either stay at a hotel all night or pay all the way up to \$5 for a carriage to take them to their homes. I have been caught several times that way

myself, and when a person has several ladies in charge it is not a pleasant position.
"We must ultimately have all-night cars in Pittsburg, and might as well have them now as any other time. The knowledge that one could get to the suburbs at any hour of the night would greatly facilitate the renting of suburban houses and the selling of lots. There is a whole army of telegraph operators, railroad men, newspaper men, printers, and others who finish their work at any time from 1 o'clock until 5. When they ask for a house they want it right down in the city, where they can get home after their work is done. Most of them say they would rather live in the country, but there is no way for them to get out in the mornings. Many of them would buy properties, but they cannot afford to buy in the city, and they could not use

property on the outside.
"Outside of the regular night workers, there are hundreds of people who have to leave the theater or some social gathering to catch the last car. It is very annoying. We need night cars, and I don't see why the street car companies could not be com-pelled to furnish them. I helieve every property owner in the city would favor the move for all-night travel."

NORTHSIDE NIGHT CARS. THE PLEASANT VALLEY SOON TO MAKE

HALF-HOUR TRIPS Mayor and Health Officer in Payor of More Frequent Trips by Owl Cars-President Hunter on the Subject of an Ordinance.

"The street railway companies should satisfy any public demand," said Mayor Wyman, of Allegheny. "I think it would be right to accommodate night travelers and run the cars every half hour."

"I have traveled on the late street cars myself," said Health Officer Bradley, "and know what a disagreeable thing it is to wait for an hour or so till they come along. It would be a good thing to have them run closer, say about every 20 minutes."
President Hunter, of the Common Coun-

cil, was approached on the matter. "In regard to framing an ordinance compelling regard to framing an ordinance compelling the companies to run more cars at night I am not prepared to speak," he said. "I have not paid much attention to the roads." Mr. D. F. Henry, President of the Pleasant Valley railway, said: "We expect to run cars about every half hour after midnight, as soon as the new bridge is completed. We will continue to run only one car every hour till that is done. No, we do not propose to purchase any horse cars to do not propose to purchase any horse cars to do this night work. Those institutions have been relegated to the past by this read."

The Pittsburg, Allegheny and Manchester people wouldn't say what they will do after they adopt electricity. At present they run hourly cars, after midnight, on the Re-

becca street and the Short lines. Holding Up People for Beer. Robert Sproal, William Newman, John Brough, E. F. McCord, Mike Cody, C. H. Brough, E. F. McCord, Mike Cody, C. H.
Bothwell, George Jones and John Browne
were placed in Central Station on charges of
disorderly conduct by Officer Roach yesterday afternoon. The men have been loafing
about Wilson, Spyder & Co.'s foundry at
Second avenue and Try street and "holding
up" passers-by for nickels and dimes to buy

DR. B. M. HANNA. Eye, ear, nose and throat diseases exclusively. Office, 720 Penn married and returned to E street, Pittsburg, Pa.

LETTERS THAT STRAY

How Millions of Them Could be Kept Out of the Dead Letter Shop.

PLANS OF PITTSBURG'S OFFICIALS Forwarded to the Postmaster General for His Consideration.

WHY SO MANY MISSIVES GO ASTRAY

Postmaster General Wanamaker has sent out a circular letter to the postmasters of first-class offices asking for suggestions on how to reduce the number of dead letters, to which Postmaster James S. McKean, of this city, sent his reply. Mr. McKean at once set to work to make an investigation of the system now in vogue, and among other things he suggested first that a subdead letter office be established in all large cities. As it is now, after all efforts have failed to deliver a letter to the proper person, it is sent to Washington. If the same privilege was accorded the head of such a department in Pittsburg, for example, the chances are the and reach the destination intended withou intervening delays.

SOME WAYS SUGGESTED. Advertising letters in the daily newspapers, which is not done with the exception of the German letters, and posting the advertised lists in all places where stamps are sold, as in drug stores, hotels, depots, newstands, etc., was another suggestion offered. Mr. McKean stated that if they had better printing facilities this could be easily done, and the carriers could place them in the places suggested.

places suggested.

The postmaster did not have a copy of the mmunication which he sent to Mr. Wanacommunication which he sent to Mr. Wasa-maker, but in speaking on the subject yesterday said: "There is no doubt that Mr. Wanamaker is doing much to improve the postal service. This is only one of the many things on which he has asked for suggestions, and he is bringing his wonderful business ability to bear in every branch of the Postoffice Department. His attention to details is surprising In the Pittsburg office there is one dead letter in every 1,000 delivered. This is a very small proportion you will say but the very small proportion, you will say, but the number of such letters runs from 300 to 600 per week, and in 1889 they amounted to 18,-839 domestic letters and 2,797 foreign ones. You see, when the totals are counted problem becomes a serious one, and no wonder the Postmaster General is anxious to reduce them, when last year the number received at the Washington dead letter office from the 401 free delivery offices in the country was 2,300,000.

WHY LETTERS MISCARRY. "There are probably more foreigners living in Pittsburg than in any other city in the country, except New York. Many of the Hungarians and Italians fail to address their letters properly, or it is impossible to decipher the writing and thus we have a dead letter. This is the reason why the number of foreign dead letters is so large. But most of these letters are the result of carelessness. Thus on an average from one to two letters per day are dropped into the postofice without an address. Sometimes we can manage to read enough through the cavelope, if it happens to be thin, to trace the writer. In many of the cases wrong addresses are given. It frequently bappens there is no such town in the State as the one named, or only the county is put down, and no man except the writer knows the place where it should go. All these letters have to be sent to the dead letter office. the city. This is the result, not of igno-rance, but carelessness, and it is the fault of

the people that their letters go astray. HAD TO BE SENT. "There used to be a lunatic on the Southside who regularly every week addressed two letters in the wildest kind of a way. These letters were stamped, and there was nothing else we could do but send them to the Dead Letter Office, though we knew who wrote them, and that he was not re-

"In Pittsburg also we have many people who work in the mills. They are migratory in their habits, and move about freely in hopes of improving their condition. They fail to notify the postal authorities of the change in their address, and many of their letters being of a social character, are seldom marked with a return request. Some people also use fictitious names, adopting a special address known only to the parties interested. If people would only write their name and address in the upper left-hand corner of all their letters there would be no need of a Dead Letter Office. This plan would solve

the whole problem, but it remains for the people to adopt it." USE OF PRINTED ENVELOPES. Superintendent of Mails Stephen Collins, when asked for his views, said: "If people would only put down on the envelope their address there would be no dead letters. It is surprising how many business men in this city do not use their eard on their en-velopes. They may not be careless them-selves, but as the addresses are generally written by clerks who do their work hurriedly a great many blunders are made. The Postoffice Department will print a man's name and address on his cuvelopes for man's name and address on his civelopes for nothing, and I don't know of any better for business purposes than the stamped en-velope made by the Government. The paper is of the best quality, and they are sold for \$22 per 1,000. This is only \$2 for the en-velopes, the balance is for the stamp, and I am sure business men can't get envelopes much cheaper than that, with their card printed in the left-hand corner. It is sur-prising to me that Pittsburg people do not use these envelopes entirely and avoid dead

PECULIARITIES OF PLACES "Every city has its peculiarity, of course In the large Eastern cities a man would never think of commencing a letter withou never think of commencing a letter without giving the name of the place, the street and number of the house, but the Plttsburger usually begins 'Pittsburg, Pa.,' and the people reply to that address. If the man is not known, and the name is a common one, we have any amount of trouble finding the right one, often have the letters opened by the wrong man, and frequently can't find the right person addressed at all. People should remember that this is a large city and covers considerable ground, and the postal authorities can't know everybody. I (Pittsburgers would only get into the Eastern habit of writing the full address at the bepinning of a letter, all this trouble would be avoided. Their memories should be jogged now and then on this careless prac-tice. This is why there are so many dead letters. The postoffice is not responsible." Postmaster General Wanamaker, in his circular letter, asks the newspapers to assist the department in reducing the long list of dead letters annually by calling the attention of the people to their carelessness in not giving the full address and a return

FOOLED THE LICENSE CRERK.

Young Couple Go to Maryland Rathe Than Delay Their Marriage. D. M. Wampler and Miss Della Montrose wanted to be married last evening at the residence of the young lady's uncle in North Braddock. The bride was under age, but obtained the written consent of her mother, who lives at West Newton, to the marriage, in order to secure the license. When the license was applied for at the Register's office, Captain Heiber could not recognize it because it was not stamped by the Westmoreland county courts.

The young couple could not brook delay, so took a train to Cumberland, Md., were married and returned to Braddock in time

BOUND TO BE A BIG AFFAIR. PROGRESS OF THE WORK FOR ALLE-GHENY'S COMING EVENT

Lively Preparations for the Semi-Centennial Celebration - The Old Volunteer Firemen Arrange an Interesting Programme - A Big Parade One of the

Arrangements for participating in the emi-centennial celebration were made at a meeting of the old volunteer firemen of Allegheny, held last night. About 20 of the old boys were present, represent-ing all of the old Allegheny fire companies. Among those present were Dave Hall and a few companions of the old Neptune Company, of Pittsburg. J. G. Reed, of the old Washington Company, was lected Chairman, and John Stoakes, of the

"Uncle Sam," Secretary.

The members present had a discussion as to whether they would turn out with white vests and dark clothes, or in the old regulation red shirt and glazed hat. The latter tion red shirt and glazed hat. The latter suggestion seemed to catch the boys, and the red shirts were unanimously decided on. Chief Jones reported that he had an offer of one of the old engines, which is now in service in Millvale. It was decided to accept this offer and a committee appointed to look into the matter. It was also decided to invite all the old volunteer firemen in both Dittaly and Allachem to matterial the Pittsburg and Allegheny to participate in the parade. A general meeting of all vol-unteer firemen will be held in Allegheny Council chamber on Monday evening next. A large and onthusiastic meeting of the members of the Bachelors' Red and Gun Club was had in their rooms last night, when it was decided that the club would participate in the semiwould participate in the semi-Centennial parade, and that they would ride

in handsomely-decorated carriages. It is thought that the Union Flahing Club will Laborate that the Union Flaning Club will also take the same action.

David Hunter, Superintendent of Gas, has about 5,000 pounds of red fire, which will be burned in the different towers. Mr. Hunter wants some volunteers to set off the

A meeting of the marshals of the different divisions will be held in City Hall at 1 o'clock this afternoon to arrange for the

AVOIDING RACE TITLES.

The A. M. E. Zien Convention Fights Over Leaving Out the Words Afro and Colored -They Will Try It Again-Appointmen for Sunday Services.

At the second day's session of the A. M. E. Zion Church Sunday School Convention yesterday morning in the Avery Church, Allegheny, an exciting debate was caused over a movement to have the words "colored" and "Afro" eliminated from all the church literature and everything connected with the church.

Those opposing it say the church and the people would lose their individuality. They could not arrive at a decision, but will attempt to settle the question to-day.

In the afternoon Mrs. Rev. J. S. Collins and the Rev. G. W. Clinton spoke on the subject of temperance instruction.

After this the convention went into an election for officers, and the following were chosen: President, Rev. G. W. Clinton, Pittsburg; Vice President, Mrs. Lizzie Pulpress, Allegheny; Secretary, Rev. W.H. Snowden, Franklin; Assistant Secretary Miss M. E. Lee, Pittsburg; Treasurer, Miss Mary Robinson, Mt. Pleasant; District Superintendent, Rev. G. W. Lewis, Uniontown.

The Devotional Committee announced the Avery Mission, A. M. E. Zion Church, 10:30 A. M., Rev. J. H. McMullan, Akron, O.; afternoon special Sabbath school service at 2 P. M. John Wesley A. M. E. Church, 10:45

E. Little, Homewood; 3 P. M. Rev. N. J. Watson, Sewickley.

Johnstown, Rev. W. H. Snowden; New
Castle, Rev. T. J. Smith; Sewickley, 8 P.
M., Rev. J. H. McMullan; Huntingdon,
Rev. J. Holliday.

SERGEANT M'ELHANEY'S HAUL. He Has a Desperate Fight With a Midnight

Robber. For some time the lunch baskets at the Fourteenth ward station house have been robbed every night, and Sergeant McElhaney and Matron McRoberts were at their wits' ends to discover the robber. Last night he appeared in the shape of a large-

sized rat. His ratship had simply called to pay his respects in the main office to the sergeant and the matron, after he had finished their lunches. The door to the cellroom was quickly closed, but not before the matron had made a standing jump on the table. The sergeant got a broom and commenced the fight, while the matron waved her skirts until more than shoetops appeared below the fringe. After s ten minutes' chase the sergeant was victorious, and the matron was lifted down from the table.

AN UNEQUAL RACE

Between a Fat Woman and a Small Man on the Southside. Some laughable facts were brought out at hearing in Alderman Flach's office, Southside, yesterday. The case was John llark versus Eliza Johnston, and the charge assault and battery. The defendant weighs over 200 pounds, and Mr. Clark is a

very small man.

According to the stories told, Mrs. Johnston became incensed at Clark and chased him up and down the street, threatening to do him bodily injury. The two dodged each other around the alleys in the vicinity of South Thirtieth street, and the crowd that gathered cheered each side. At last Clark escaped, and later made an information very small man. against Mrs. Johnston for assault and bat-tery. At the hearing she was held for

DIED FROM THE HEAT.

The Cool Spell Came Too Late to Save Two Men's Lives. Francis Quinn, aged 78 years, was found lead in bed at the home of his son, John J. Quinn, at Duquesne Park, on the Perrys-

ville road, yesterday morning. He has not worked any for a number of years, and had been complaining of the heat for several days.

Conrad Dahe, aged 32 years, a coal miner, dropped dead in Hartley & Marshal,s mines, at Banksville, yesterday. Dahe was hurt in the mines about three months ago. He did not do anything until last Monday, when he felt strong enough, and returned to work in the mines. Overexertion, coupled with the heat, induced heart failure, which resulted in his death.

THE GROCERS' OUTING,

Big Programme Arranged for Their Picnic at McKee's Rocks. Allegheny grocers and their friends will hold a pienic at McKee's Rocks, July 23. They have provided good music and sports of all kinds for the day's recreation. The steamer City of Pittsburg will leave the foot of Madison street, Allegheny, at 9 o'clock in the morning and make trips every two hours, stopping at the Pittsburg end of the Sixth street suspension bridge. All members of the association and their friends are expected to participate. A number of wholesale houses will give their employes a half holiday.

Charged With Stenling Brass Yesterday afternoon Detectives Johnson and Kornman, of Allegheny, arrested four roung men named Barney McCaffrey, AlHEHASANEWSCHEME

Master Workman Evans Determined to Make the Pleasant Valley

RECOGNIZE THE KNIGHTS OF LABOR. . S. Marvin Threatens to Sue the Grocers

for Conspiracy. DOINGS OF THE BUSY LABOR MINDS

Master Workman Joseph L. Evans, of D. A. No. 3. Knights of Labor, has a new scheme to bring the officials of the Pleasant Valley Railway Company to time in the matter of reinstating their old employes, discharged for refusing to leave the Knights of Labor. The scheme will be sprung next week, and is to be simed at President Henry, of the company. Mr. Evans says President Henry is the only man standing in the way of the reinstatement of the discharged men, and if the President would yield a point the trouble would be amicably adjusted. All the other officials are in favor of patching up a truce, but it is stated the President will listen to no argument in favor of recognition of the Knights. All efforts to reach him through the other officials failing, an attempt will be made to get at him through some of the other enterprises in which he is engaged.

RESOLUTIONS PASSED. A meeting of the Executive Board of D. A. 3 was held just evening for the purpose of taking some action on the Pleasant Valley matter. Those present were Master Workman Evans, Secretary Laura A. Powell, Messrs. H. F. Dempsey, Norman Bruce, I. N. Ross, Frank Vincent and X. S. Rees. After discussing the trouble at length, it was decided to leave it in the hands of Master Workman Evans, who will spring his new scheme. The following resolution was unanimously adopted:

Wheneas, The District Master Workman, having done everything consistent with manhood and honor, to bring about an amicable settlement of the difficulty existing with the Pleasant Valley street car line in relation to the discharge of men employed by said company simply because they saw fit to connect themselves with a labor organization, and having been outvoted by a majority of the directors, therefore, be it ors, therefore, be it Resolved. That we condemn the arbitrar nethods of President Henry in the stronges erms possible and advise the public in genera that the action of such men as He that the action of such men as Henry and Elkins should be severely rebuked, and while we feel grateful to those directors who did everything in their power to have the men re-instated, yet we believe the public should know just the kind of men who are made Presidents

THE MARVIN FIGHT. After disposing of the Pleasant Valley matter, the general committee having charge the fight against S. S. Marvin Co. met. Reports were read from the different sub-committees showing the progress of the work. It was stated that Mr. Marvin had threatened the members of the Retail Grocers' Association with lawsuits if they entered into an agreement with the Knights of Labor not to handle the goods of the of Labor not to handle the goods of the firm. Three weeks ago L. A. 7247, composed of bakers, entered into an agreement with the Grocers' Association by which the latter was not to buy the product of Mr. Marvin's factory. This, the firm claims, is a conspiracy, and it threatens to make it warm for the grocers. If the suits are entered it will be a new feature of the heavy. the grocers. If the latter do not want to bandle Mr. Marvin's goods, that is their business. They certainly have a right to If the latter do not want to appear to have changed." buy where they choose, and no law can com pel them to do otherwise."

PRESIDENT GOMPERS DENIES IT.

He Says He Did Not Leave Pittsburg With a Westinghouse Official. Samuel Gompers, President of the American Federation of Labor, has written a letter to John Flannery, denying that he left this city in company with an official of the Allegheny Light Company the day after a fine station. About 130 tons of freight the settlement of the recent carbon setters' strike. The charge was made by Miss

Laura Powell, Secretery of D. A. No. 3, Knights of Labor. Miss Powell was seen yesterday, and when asked what she had to say about President Gompers' refutation, said: "I still stick to what I said in my letter. Mr. Gompers left this city for New York on the same train that bore an official of the Allegheny County Light Company. Both men were seen getting on the train, but whether they traveled together or not, I do not know."

LOOKING FOR NEST EGGS.

Circulars Being Mailed for the Dunba Widows and Orphans. Special Agent Layton, of the Treasury Department, was busily engaged all day yesterday sending out circulars in regard to the contributions for the widows and orphans of the miners entombed in the Hill Farm mine at Dunbar.

Mr. Layton is especially anxious to se-cure any little "nest eggs" left over from some previous collection. On all charitable collections, especially the Johnstown disaster, money kept coming in after it had been in somebody's hands pending dispo-sition. A few lumps of this kind would go a great distance to alleviate the wants of the bereaved widows and orphans. Responses to the circulars are expected Mon-

COMPILING A LITTLE LIST.

A Roll of All the Union Printing Houses Being Prepared. The special committee appointed at the last meeting of Typographical Union No. 7 to prepare a list of the employing printers in the city interested in the organization which it is supposed is to fight the International Typographical Union, is hard at work making up the little list. Among others is the name of a firm which is also on he list of union printing establishments. A list of all the union daily, weekly and job houses has also been compiled, and copies will be sent to all labor organizations. The latter will be asked to patronize only

TO MEET ON MONDAY.

anion establishments.

Consolidation of Outside Glass Employes to be Effected. From the indications there will be a large crowd of glassworkers present at the Convention of the Glass Employes' Association, to be held in Excelsior Hall, No. 80 Twelfth street, Southside, Monday. The object of the meeting, as stated in THE DISPATCH several weeks ago, is to form an organization of all glasshouse em-ployes not eligible to membership in the American Flints, the Window Association and the Knights of Labor. A consolidation of all the local organizations already exist-ing in different localities will be effected. The convention will open at 10 o'clock Monday.

MINERS RETURN TO WORK The Fifty New Men Induce Others to go I at the Waverly.

The 50 new men taken to the mines of the Waverly Coal and Coke Company, at Smithton, it is said, all went to work yes-Thompson on a charge of larceny. The quartet are alleged to have stolen a lot of brass from Cook's bronze foundry, at the foot of Balkam street. The defendants were locked up and will be given a hearing to-day.

Smithton, it is said, all went to work yesterday as soon as they had investigated the work to their satisfaction, together with many of the old men who have been very anxious to get to work and secure their places.

Coal is being loaded, ovens fired up, and their places.

Coal is being loaded, ovens fired up, and things going on smoothly.

GLASS WORKERS' CANDIDATES. onneilman Film After the Office of Assist

The flint glassworkers of this city and labor leaders in general are awaiting with interest the result of the elections at the Flint Convention in Baltimore. In all prob ability President Smith and Secretary Dilon will have a walkover for their respective positions. The only candidate who has depositions. The only candidate who has developed any strength for the former's shoes is John F. Hinckley, of Philadelphia, and a member of the Executive Board of the union. John V. Sailor, of Philadelphia, another Executive, is a candidate for the Secretaryship, but it is said Mr. Dillon has a "cinch" on the position. The following are the candidates for the office of Assistant Secthe candidates for the omee of Assistant Sec-retary, a new position to be created on ac-count of the heavy work incident to the re-lief fund: James E. Flinn, Pittsburg; George W. Payne, Millville; James Driver, Parker's Landing; James Daly, Uniontown; Andrew Baumgart, Pittsburg; Albert Al-baugh, Pittsburg, and George M. Murphy,

Pittsburg.

Mr. Payne held the position of Secretary for two terms. Mr. Flinn is well known as an amateur dramatist, and is a Common Councilman from the Twenty-eighth ward. WILL CELEBRATE LABOR DAY.

Monster Parade and Mass Meeting Likely to be Hold. Arrangements are being made for a monser celebration in this city on Labor Day, September 1. At the last meeting of the Building Trades' Council of Allegheny county the initiatory steps were taken for a hig celebration. A circular was issued to all organizations in the council, asking for

their approval.

If the latter is given, a committee on arrangements will be appointed at the next meeting. The demonstration will consist principally of a monster parade to conclude with a mass meeting. The Brotherhood of Carpenters is pushing the proposed celebra-

Boller Makers' Strike Unchanged. There was no change in the boiler makers' strike yesterday. The strikers' committee met in Labor Hall and heard encouraging reports. Only five firms have granted the demands as yet, but the men say all will sign the scale in a few days.

DOESN'T LIKE THE TICKET.

Seneral Koontz Wants to Know Why Delamater Was Nominated. General W. H. Koontz, of Somerset, was at the Monongahela House yesterday. In speaking of the political situation, he said: I have heard no talk about an independent movement, and it looks to me as if the people intend to swallow the present dominion in State politics as a foregone conclusion. If they are contented I suppose the rest of us will have to be. As for Somerset county, it is Republican, but I cannot say what its majority will be this fall. I haven't heard any of the people object to the ticket. You know it takes some time in the country to ascertain public sentiment. The farmers are scat-tered over the hills and in the valleys, and if they are thinking about politics at all, I

have not been able to get at their conclu-"I have been trying to find out what claims Senator Delamater has on the Gov-ernorship. I don't know of anything that he has done to merit the nomination, and if he hadn't been the choice of the machine he never would have been selected, in my judgment. In the old Whig days with mer feature of the boycott business unknown to like Bill Johnston and Andrew Curtin they this city. Master Workman Evans said: forced themselves on the people by sheer "I do not think there is any intention on the part of Mr. Marvin to enter suit. I think it is only a bluff, and intended to scare their ability, and you couldn't ig-nore them. There was some reason for think it is only a bluff, and intended to scare

FAVORS A FINE DEPOT.

Superintendent Shepherd, of the Pennsylvania, Visits Charterol. General Superintendent Shepherd, of the Pennsylvania road, and Superintendent Watt, or the Pittsburg, Virginia and Charleston, went up to Charleroi yesterday to consult with Manager M. J. Alexander about the erection of a depot.

Mr. Shepherd said he realized it was an are haudled there every day. Mr. Alexan-

der said last evening that he didn't think i would be very long now before the road would build a depot as it was most badly needed. ATLANTIC CITY.

Second Popular Excursion of the Sensor to Atlantic City, Via the picturesque B. & O. R. R., via Washington, D. C., Baltimore and Philadelphia, on Thursday, July 17, 1890; tickets good for 10 days, and good to stop off at Washington, D. C., returning. Rate for the round trip, \$10. Special trains, with Pullman parlor and sleeping cars, will leave B. & O. R. R. depot at 8 A. M. and 9:20 P. M. For detailed information address or apply to E. D. Smith. Division Passenger ply to E. D. Smith, Division Passenge

Agent, Pittsburg, Pa. WE SELL LOW-PRICED

Planes and Orgnus. We sell medium-priced pianos and organs. We sell high-priced pianos and organs. Come and learn our warm weather prices and terms. The quality of the goods are es-tablished, and with prices and terms we can and will please you. S. HAMILTON, 91 and 93 Fitth ave.

1., O. L. L. O. L. Nos. 49, 58 and 74, will hold their pionic at Aliquippa Grove, on the P. & L. E. R. R., Saturday, July 12. Eminent speakers will be present. This is expected to be the best pionic of the Orangemen for the coming 12th. Dancing until 8 P. M. All the brethren of the different lodges are cordially invited.

Artists, Teachers and Classes Should send for our catalogue on artist materials. Discount to teachers and classes. Mail orders will receive prompt attention. Liberal discount on picture frames. TREGANOWAN'S Art Store, 152 Wylie avenue.

Ladies' Finnnel Binzers. In cream white and fancy stripes new today, at \$2 50 each, in suitroom.

Jos. Horne & Co.'s

Ladies' Batlate Waists At 95c, and cheviot waists at 75c. All sizes to-day. The cheapest and best in the city.
Come without delay; selling fast.
The ROSENBAUM & Co.

July Reduction Sale. This sale we are making a memorable one. Bargains in muslin underwear, hosiery, blouse waists, handkerchiers, gloves, mits, A. G. CAMPBELL & Sons, 27 Fifth ave.

BLACK silk warp Henrietta, worth regularly \$1, at 75c a yard; 15 pieces only.

TYSSU HUGUS & HACKE. Auction Sale Of 80 lots in Flowers' plan, Hazelwood, Saturday, July 12, at 2 o'clock. Do not forget

Just in Time for the Next Hot Spell. A large line of ladies' waists, in every style and color, from 75c to \$1 50, at The People's Store.

nants and dress lengths, at bargain prices to close. Hugus & HACKE SEE our line of outing shirts.

JAMES H. AIKEN & Co., 100 Fifth ave.

DRAPERY nets and lace flouncings, rem-

MUD AND CRUEL LAW

Spoil the Annual Picnic of the Emmanuel Church Sunday School. CAPTAIN FORMAN WAS ARRESTED

For Towing Little Passengers Without a Government License.

THEY CAME HOME ON THE STREET CARS

It is not often that Sunday school pienics are interrupted, but yesterday the United States law, Monongahela mud and low combined to make water lives of a number of Allegheny children miserable. Captain Barney For-man, of the steamer Clifton, had bargained tow the Sunday school of the Emmanuel P. E. Church to McKinney's Grove, up the Monongahela river, when he was arrested for violating the admiralty laws in hanling oassengers without a Government license. Early yesterday morning the barge City Pittaburg was loaded with 105 children and 85 grown people. The little ones looked forward with pleasure to the ride, but when the boat got opposite the Market street wharf in response to a signal it came Consternation swept the beat fore and ait when a deputy stepped aboard with an order from the United States Supervising In-

spector of the district, Mr. John Febren-bach, which called for the arrest of Captain Forman for hauling his precious burden without the necessary license. Captain Forman was bound in \$1,000 to answer for his neglect to take out his license to appear before the United States Commissioner.

That ended the work of the Government's interference with the Emmanuel Church picnic, but not so Captain Clark of the City of Pittsburg. He hustled around among the steamboatmen on the levee, and secured the towboats Return and Little Bill to continue the voyage up the river. But the time occupied in securing them had consumed some three hours and in that time the boat had stuck in the mud and could not be moved. The two boats pulled and pushed for a considerable time and finally she was gotten afloat amid the frantic shouts of glee from the children. All went well until Lock No. 1 was reached, and after pushing the barge through the lock, the Return came back to the city. An hour more was spent in getting her straightened out for her up-river trip and then the discovery was made that the Little Bill could not handle her. Captain Clark again hustled, and about 4 o'clock he secured the launch Dart from the Allegheny wharf, and the two boats made an effort to push the barge up stream. The effort was futile after a trial of an hour, and the passengers concluded to abandon the trip, which was done. They came home on the

treet cars at 5:30 o'clock. On the American Plan. Sir Robert Ellison, of London, England assed through Pittsburg yesterday, bound for Texas, where he owns a ranch. He stated a road was to be built from London to Liverpool, on the American plan, and the local manufacturers would be called on

WEISSER.

ALTERATION SALE!

The extensive alterations which we are about

to make will necessitate closing our establish

ment for some weeks. Before doing this our stock must be sold before 15 days, so we offer the following

SWEEPING REDUCTIONS:

Cotton Challies, 334c and 5c. Best Wool Challies, 45c. India Silks, 3734c, 45c and 60c. Plain and Striped Silks, 33c. Satines, 10c-best American. French Satines, 15c, 19c and 25c. \$15 French Robes must go-\$6 25. Embroidered Flouncings at half price-

37c, 45c, 50c, 62c. Cut prices in all departments, as our entire took must be sold in 15 days.

405 AND 437 MARKET STREET.

jy10-51 STOCK-TAKING MEANS BARGAIN MAKING -AT-GROETZINGER'S.

The annual stock-taking season has arrive nd we find a great many odds and ends left rom the busy spring and summer trade. Some pattern carpets, which will not be re-reduced by the manufacturers, in the following

Axminsters, Gobelins. Moquettes, Velvets, Body Brussels, Tapestry Brussels, Ingrains, Cottage and Rag Carpets, China Mattings, Linoleums. Lace Curtains, Cornice Poles.

Parties desiring to refurnish their homes the oming fall will do well to purchase now, as the hove goods will go at 50 cents on the dollar,

EDWARD GROETZINGER.

627 and 629 Penn Avenue.

MCKNIGHT & VICTORY. LUMBERS, GAS AND STEAM FITTERS, LAMPS, PUMPS, LEAD PIPE, HOSE, ETC. Special attention given to Natural Gas Fitting, 416 SMITHFIELD ST., PITTSBURG, PA. Telephone 768 ja7-68-Trs

DIANOS, And all manner of Small Instruments HAMILTON'S, Fifth avenue ap29-79-D C. A BALPH-

BUILDING CONTRACTOR, First avenue and Grant street, Pirtsburg

NEW ADVERTISEMENTS.

JOS., HORNE & CO.'S

PENN AVE. STORES.

Saturday, July 12.

We started in on Monday by giving

yen notice of special low prices o

Ladies' Summer Suits of all kinds: later on came news about

FRENCH DRESS GOODS sale of choice summer weight fabrics at 50c and 75c a yard. The

Men's Furnishing and Shirt Department

were also introduced with notes of what items were of special interest to gentle-Well, we wind up a very busy weak with some notes that will interest the ladies, and as we never mention bar-gain lots unless we have plenty to show you, you can safely come next week to what is mentioned here, although to-day's shoppers will get the largest

WHITE GOODS For summer wear, all the staple goods always in stock, but to-day read the

INDIA LINENS At 80, 10c, 1236c, 15c, 18c, 20c,

Victoria Lawns At Sc, 10c, 1234c, 15c, 18c and 20c,

Barred and Striped

Nainsooks.

One lot reduced from 12340 to 20c. Openwork Striped Nainsooks

Marked down to 10c a yard. Bordered Lawns For aprons, 45 inches wide, only 10c a yard.

EXTRA BARGAINS IN

At 20c a vard. ENGLISH AND FRENCH NAINSOOKS

From 20c to finest qualities.

DOTTED SWISSES

PIQUES. Plain and Corded. LINEN LAWNS-ALL QUALITIES.

BATISTES In White and Cream. Low prices on Revere and Lace Striped

Yokings. LACE DEPARTMENT BARGAINS. Big reductions in Black Drapery Nets and also in Brack Lace Skirtings and Floundings, the best bargain ever sho LACE PARASOL COVERS marked

So come to-day if you can and we will make it profitable for you.

away down in all qualities.

JOS. HORNE & CO.

600-621 PENN AVENUE. Our customers are respectfully informed that beginning on Monday, the 14th, we will close at 5 P. M. until further notice.

Please make your purchases accord-

IULY BARGAIN SALE

Special reduction in every department. BLOUSE SUITS. Sailor Suits, Tennis Suits, for seashore and lawn, from 4 to 16 years, at \$4 50 to \$7 50. These are very effective and en-tirely new ideas.

Children's White Dresses, Tucks and Embroidery, at 65c, 75c, 85c, 90c. Two-Piece White Lawn Suits, 12, 14, 16 years, at \$3 00 and up. Ladies' White India Lawn Aprona With tucks, etc., offered as a real bargain at

Children's Muslin Underwear In very wide assortment at cheap figures. Ladies' White Lawn Wrappers. Nicely made, with Watteau back, trimmed with Embroidery, \$2 50 to \$5 00. Evening shades China Silk Shawls, with netted fringe, handsome, \$4 to \$6 50. Cream, pink and blue Cashmere Shawls at \$1 to \$2 50.

Ladies' London Shirt Waists In stripe and plaid cheviot and fiannel, \$2 50 and up.

Shetland Shawls, All the new evening shades, at 65c to \$3 00. Cream, pink and blue Cashmere Shawis at \$1 to \$2 50. Muslin Underwear n very great variety, at special low prices. A full line of Gowns, Skirts, Drawers, etc., with Tucks and Embroidery, at 75c. Examine our extra fine grades at \$1 and \$1 25.

BIBER & EASTON. 505 and 507 MARKET STREET. Best French Satines at nearly half origina