

GLAD THEY HAVE GAS.

Pittsburg Manufacturers Not at All Anxious to Return to the Use of Coal as Long as...

THERE'S NO NECESSITY FOR IT. All Fuel Companies Declare They Can Supply All the Demands Made on Them for Natural Gas.

SOME SHORTAGES EASILY EXPLAINED. Plans Being Elaborated, and Plenty of the Precious Fluid Promised.

Frequent statements made of late regarding the scarcity of gas, and consequent disposition of manufacturers to return to the use of coal, are so widely divergent from the actual facts and so palpably misleading as to call for correction. So far from mills contemplating a return to coal, manufacturers are exhibiting a greater desire than formerly for a full supply of gas...

The decrease in pressure, which some Southside mills have experienced lately, is very easily explained by the fact that the companies supplying them were enlarging the capacities of their lines, and as a matter of exigency, were unable to continue a uniform pressure while the alterations were in progress. This is notably the case with the Philadelphia and Monongahela companies...

As a manufacturer said yesterday: "Such are calculated to create a scare where no reason for it exists. If, in place of printing such an absurd tale, the trouble had been taken to verify the statements, it would have been found that the gas supply was all right, and that manufacturers were just as eager to secure a supply as formerly."

WHERE THEY GET THEIR SUPPLY. It will be in season to mention here the companies which supply mills and factories in this district, with the statement of some of the officials regarding the scares which have been circulated at home and abroad. The Philadelphia Company supplies the entire of the Southside mills...

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SEEKING TO SETTLE.

Prospects That the Westinghouse Difficultly May Be Adjusted.

A COMMITTEE TO SEE THE FIRM.

On This May Hinge the Arranging of the Exposition Deadlock.

FINANCIAL AID FOR THE STRIKERS.

At a well-attended and enthusiastic meeting of the Westinghouse employees, held yesterday in Lafayette Hall, a step was unanimously decided upon which is likely to result in a speedy settlement of the matters at issue. This was an instruction—determined upon without dissent—by the meeting to the Executive Committee, to call on Mr. Westinghouse with a view to discussing the questions under dispute, and explaining the position of the employees with regard thereto. No time was fixed for the visit of the committee. It was said they might go to-day; if not, at farthest on tomorrow.

This is the first time the committee has been authorized to take such a step, and it is expected that the very best results will be in consequence. The article printed in yesterday's DISPATCH, drawing attention to a possible misunderstanding between the firm and its employees, was commented upon at the meeting, and when a motion was put instructing the committee as above stated, it was passed unanimously. No communication had passed between the interested parties, and it was deemed advisable to lay a clear and unimpassioned presentation of the strikers' position before the company without further delay.

RECEIVED WITH CHEERS. A statement made at the meeting that the strikers, irrespective of organization, would continue to have the moral and financial support of the machinists' organizations, was received with much applause, and served in additionally strengthening the determination of the men to maintain their attitude. It was decided that the strikers should turn out in force on Labor Day, and take part in the parade. An intimation from Harry Williams, of the Academy, that he would move the range to the bank of the strikers' relief fund was received with applause.

RECEIVED HIS CHARTER. The Irwin Plate Glass Factory Will Soon Be in Operation.

A charter has been issued to the Pennsylvania Plate Glass Company, at Irwin, Westmoreland county, with a capital of \$1,000,000. The directors are Wray E. Davis, A. B. Korman, Norman Johnson, and Thomas McGeehan, of New York City; Daniel Harrison, of Pittsburgh; F. Y. Clopper, of Greensburg, and C. W. Pool, of Irwin.

Particulars of this plant, which will be of large capacity, have already appeared in THE DISPATCH. This, when erected, will be of capacity equal to those now in operation.

TANNERS ON STRIKE. A number of the workmen at Kiefer & Stofel's tannery, corner of Juniata street and Proble avenue, went out on a strike on Monday last, and are still out. The man has been getting \$11 per week, and the strike is for an increase of \$1 per week.

WHI NOT REMOVE FROM HERE. Alfred Patterson, of the Revere Rubber Company, this city, says that company has no intention of removing from this city to St. Louis. It will open a branch house there only. The Pittsburgh house will still remain here.

GREAT TASTE DISPLAYED. Officer Snyder Tips Up a Very Clever Shoplifter - Korman and Glenn Find a Wealth of Stolen Goods - A Wife to Keep Him Company.

Gottlieb Gemper was arrested by Officer Snyder on Ohio street, Allegheny, yesterday afternoon and charged with shop-lifting. He had in his possession a pair of shoes at Henry Rodger's store, on Federal street, and a web of silk from T. M. Latimer's Federal street store. He was caught while stealing a pair of baby shoes from Fielding's store, on Ohio street. This was only a half day's work, and it is clearly indicated that the man's profession is in the jewelry line.

STILL UNSETTLED. The unfortunate condition of affairs at the Exposition continued yesterday. With the exception of some of the exhibitors and their clerks who were trying to arrange their displays, work on the exhibits was at a standstill.

TWO NOTED CROOKS. Start a Fight on a Train for an Opportunity to Pick Pockets.

Thomas Moran and Jack Thomas, who were arrested on a Pan Handle train Monday night, and lodged in the Twenty-third ward station, have been recognized as noted crooks. They will be arraigned before Magistrate Joseph E. Gruber tomorrow afternoon. It is said that they started a fight on the train for the purpose of picking pockets during the excitement that followed, but their little scheme didn't work, and they were promptly taken to the station.

THEIR OFFICERS ELECTED. The Augustine Club Will Be in the German Catholic Parade.

A meeting of the St. Augustine's Escort Club was held last evening in the club's hall on Thirty-seventh street, to make selection of the officers for the parade of September 22. Joseph Elssner was elected Marshal of the Lawrenceville subdivision; John F. Schaffer, Adjutant; Charles M. Bawden, Captain; G. F. Gruber, Michael Otto and A. E. Korman, Lieutenants. The Escort Club will turn out 150 men in uniform, and will lead the third division of the parade.

QUITE A SLEEK SNEAK THIEF. Diagnoses Himself as a Peddler and Seals Household Articles.

Officer Gragan, of the Southside, last night arrested a sleek sneak thief. When lodged in the station he gave his name as Henry Grimes, but was soon recognized by Captain Stewart as a well-known thief. His plan of action was to appear in the guise of a peddler, and then to steal the articles as he could lay his hands on. His last theft was that of a number of fine towels, table cloths and other linen.

AFRAID OF HIS WIFE. A Charities Man Appeals to the Law to Protect His Life.

M. Knarr, of Charities, charges his wife, Margaret, with surety of the peace before Alderman Bobb. He says that she has a good wife, and that she threatened to kill him. She was arrested yesterday afternoon and held for a hearing Thursday.

LOOK AT THE Voting and Prize Essay announced in THE DISPATCH.

AN OPEN LETTER. PITTSBURGH, August 26, '30.

An enterprise, in the success of which every citizen of Pittsburgh is already interested, is advertised to open on September 3. The greatest interest, it has been shown, is in the person residing in this city and surrounding. The management and exhibitors alike have made every effort to make our Exposition the most successful of the kind in this country. Money has been lavishly spent by the enterprising merchants and manufacturers to give every possible effort to show, not only to our citizens, but to the whole country which has been invited to come to us and see what advantages we possess as one of the great manufacturing, commercial and distributing centers of the United States. A plan at the work so far completed in the buildings will satisfy the position that everything that can be done has been accomplished by both exhibitors and management up to the present date.

Unfortunately obstacles have arisen entirely beyond the control of those connected with this organization, through the fault of their, by which the latter prospects for an entirely successful season are being imperiled. Only six working days intervene to the opening of the Exposition. We appeal to every intelligent mechanic and artisan to co-operate with the Exposition directors so as to enable them to receive the exhibitors in the best possible manner. It is the duty of every exhibitor to be prepared to do his part, and to be prevented from doing so, the responsibility for failure, should it occur, will be limited. It is the duty of every exhibitor to be prepared to do his part, and to be prevented from doing so, the responsibility for failure, should it occur, will be limited. It is the duty of every exhibitor to be prepared to do his part, and to be prevented from doing so, the responsibility for failure, should it occur, will be limited.

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A CLOSER ALLIANCE.

Supt. Patton, of the B. & O., Becomes General Manager of the P. & W.

THE TWO ROADS TO PULL TOGETHER.

How the Wabash System Hopes to Get Into Pittsburg Territory.

PLENTY OF RAILROAD RUMORS AFLOAT.

Yesterday M. A. McDonald resigned his position as General Manager of the Pittsburgh and Western road and Superintendent of the Baltimore and Ohio, and was appointed J. V. Patton of the Pittsburgh district of the Baltimore and Ohio, was appointed to succeed him. President Harry W. Oliver, after the afternoon introduced Mr. Patton to the heads of departments, with many of whom he was personally acquainted, and in a few days he will take charge of the Pittsburgh and Western system. The change has been contemplated for some time, and gives rise to numerous railroad rumors concerning the two roads.

It is a notorious fact that considerable friction has existed between the two lines over the interchange of freight. The Junction road, owing to the inability of the Pittsburgh and Western to handle the traffic, has been in a constant state of blockade for over a year, and this kept the Baltimore and Ohio in confusion. The change is taken as a relief to the hatched, and General Manager Patton is expected to bring order out of chaos. All railroad men say that if he can't do it, it is an impossible job. Mr. McDonald resigned hard and long against contending odds, and deserves credit for his work. In speaking to a friend yesterday he stated that he didn't know where he would go, as he was in the hands of his people in New York—meaning Drexel, Morgan & Co., who practically control the road at present. He understood that the Baltimore and Ohio had made an arrangement by which it paid the interest on the bonds, and it desired to run the road with its own people, and in its own way.

THE POSSIBILITIES IN IT. This agreement means a closer alliance between the two lines, and an attempt, at least, to harmonize Baltimore and Ohio's great possibilities in the Pittsburgh and Western, and a Baltimore and Ohio official stated yesterday that the time was not far hence when the link between Akron and Chicago Junction would be built, and the freight and passenger business of the Baltimore and Ohio would be running over the Pittsburgh and Western to the West. On the other hand, the Pittsburgh and Western, of the Baltimore and Ohio. Mr. Patton, in his new position, will have his salary almost doubled.

Superintendent Patton's successor has not been announced. Those in the line think that it lies between two men, P. Bruner, the present trainmaster of the Baltimore and Ohio, who was formerly superintendent of the Chicago Junction, and William Truby, now with the Sharpsville road, but once Assistant Superintendent of the Baltimore and Ohio under Thomas M. King.

An announcement to the public, President Oliver states that the Baltimore and Ohio is building a line from Chicago Junction to Akron, with the intention of throwing the Chicago Junction business of the Baltimore and Ohio. An Ohio railroad man was in the city last evening, and he states that the Baltimore and Ohio is doing the work on this link, but that the interchange of freight between the two roads, Akron and Western road is being pushed through from Akron to Carey, at a lively pace. This road will cross the Baltimore and Ohio at Plymouth, a few miles west of Akron, and will be a competing branch. Such a combination of railroads outlined, he said, would make a beautiful line from the East to the West. It would be a round trip ticket, and it would be no bad off.

When the Pittsburgh, Akron and Western is completed to Ft. Wayne, it is claimed it will be the shortest route from Pittsburgh to the former place. There seems to be no doubt that the builders of this line are in earnest, and will carry out their intentions. It was also rumored on the streets yesterday, that President Oliver had sold his stock in the Pittsburgh and Western, but he emphatically denied it, and said it was one of those notorious stories that had no foundation in fact.

HE IS FOR MCKINLEY. The Railroad Dividends Said to Be Earned in the Freight Department.

Herman Holmes, Traveling Passenger Agent of the Louisville and Nashville road, passed through the city last evening bound for Cincinnati. Mr. Holmes is an Ohio man, an ardent Republican and a great admirer of McKinley. He expects to see the President when he is re-nominated at Miamidale yesterday, re-elected.

His work for the new season is about to begin looking after tourist business in the South, and he states that round trip tickets will soon be placed on sale. Mr. Holmes says there is no money in the passenger business, and the roads carry people for the purpose of keeping the lines before the public, it being a fact that the road that has a good passenger business also has a heavy freight traffic. The money in railroading, he claims, is in the freight department. The expenses connected with hauling people are too great.

THEY WOULDN'T TALK. Kohl & Middleton, of Chicago, Pay Pittsburg Another Visit.

Messrs. Kohl & Middleton, the Chicago theatrical men, registered at the Anderson yesterday. They managed to get to bed rather early last evening, and in answer to a card Mr. Middleton sent back word that he had nothing to say. Several weeks ago they were in Pittsburg and tried to lease the old Casino, now controlled by Harry Davis. They would not accept Mr. Davis' terms, and they are after this time their own secret.

CHARGES WILL BE MADE. Lieutenant Buckley and Officer Jenkinson to Answer for Their Actions—The Police Committee Will Investigate—Lively Times Promised for To-Night.

The actions of Lieutenant Buckley and Officer Jenkinson Monday night have caused quite a stir in Allegheny—so much so that charges will be made against them at the meeting of the Police Committee to-night, and Chief Murphy has also said he would thoroughly investigate their conduct. Late Monday night Lieutenant Buckley made a virtual admission of the charge made in THE DISPATCH yesterday morning. After the reporter discovered there was a fight on Belmont street the officer knew it would be published, and to save himself he arrested both Dempsey and the other man connected with the fight. Each prisoner put up a forfeit. It is not stated where the money came from.

Altogether, lively times are expected at the meeting of the Police Committee to-night. A number of complaints and charges are to be brought against other policemen, but just what they were could not be learned.

"These men are getting too fresh," was Chief Murphy's exclamation, when the news of the Buckley affair reached him yesterday. "We men have better discipline. Complaints are coming in too numerously. Some of these fellows think they can run the whole force. I will look into this matter carefully, for I will not tolerate any such action on the part of my men." The members of the Police Committee are even more incensed. Said Councilman Frank Curry, a member of that body, yesterday: "The actions of the police lately have been outrageous. We had to suspend Lieutenant Alexander; Officer Shoemaker was reported for insubordination, and one Lieutenant Buckley and Officer Jenkinson were reported for insubordination and for being on duty on Sunday morning when the Petrie robbery occurred."

The policemen themselves cannot be said to have much to say about the matter. They do not do their work. We pay as much as any city, and we ought to have a good force, instead of these people who think they own the city as soon as they get inside a helmet. I understand a number of other complaints are to be made to-morrow night, when a lively session may be expected.

QUITE A DIFFERENCE. It would have required 1,800 cars, of 333 bushels to the car, to transport the Williams tow. At the rate of \$10 a ton between Pittsburg and New Orleans, it would have cost the shipper \$190,000, or \$162,000, by rail than by water. One hundred trains, in charge of 900 men, would be required to transport the 600,000 bushels, calculating 18 tons to the train, and 100 bushels to the car. The trip was made in 15 days by the steamboat, three months and 15 days before the last of the 18 trains could have reached New Orleans.

"Since then," continued Captain Risher, the Williams has taken two mammoth tows. In 1898 she took 28 coalboats and 11 box barges, holding 782,124 bushels, beside four barges extra full of 80,000 bushels, the aggregate tow being 808,194 bushels. At 3 cents per bushel this tows up \$24,247.82. The cost of shipping the same by rail would be \$243,000, or over \$218,000 more than by water. To handle this shipment on

impurities in the liver. HERE'S A "FINALE" In the Printed India Silks: A lot of Real Shanghai Silks, Finest goods made, Choice patterns, All at 50c a yard, All at 50c a yard. (Reduced) (From \$1, \$1 25 and \$1 50). They are 50c this morning. Early buyers get the pick.

NEVER SUCH ANOTHER.

Great Tows of Coal That the Steamer Joseph B. Williams Has Taken FROM PITTSBURGH TO NEW ORLEANS.

Work That Would Cost Many Times More if Done by Railroads.

SOME VERY INTERESTING COMPARISONS.

Captain J. M. Risher yesterday afternoon indulged in a few reminiscences of the river coal business when it was at its zenith. The Captain was talking of boats and boatsmen, and said that it was something that will not only interest coal operators and railroad men, but it will open the eyes of disinterested persons and show the magnitude of the difference between the coal shipping rates and the cost of transportation to take out a consignment of coal to New Orleans and arrive at her destination in 14 or 15 days from the time of leaving anchor at Pittsburg. She has a record for towing capacity that has never been equaled by any other boat in the world.

"While owned by the defunct Grand Lake Coal Company, the Williams, in charge of Captain Jack Williams, with Captain Tom Patterson, tell Captain James Rafferty as pilot, took out a tow from Pittsburg to New Orleans of 32 boats and barges, holding 600,000 bushels. Her freight bill at 3 cents per bushel, amounted to \$18,000.

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CHILDREN'S: 1 lot Children's Cotton Knit Vests at 50c (reduced from 75c and 90c).

1 lot Children's Cotton Ribbed Vests at 25c (reduced from 35c-60c).

1 lot Children's Plain Gauze Vests and Pantalettes at 25c.

1 lot Plain Fine Gauze Vests, 75c.

LADIES: 1 lot Ladies' Light-Weight Ribbed Wool Vests, small sizes, 50c (reduced from \$1 50).

1 lot Ladies' Plain Gauze Vests, in large sizes, 50c (reduced from \$1).

1 lot Plain Gauze Vests, 35c (reduced from 50c).

1 lot Ladies' Ribbed Lisle Vests, (without sleeves, 50c (reduced from \$1).

1 lot Ladies' Black Lisle Vests, 25c (reduced from 50c).

Special values in a lot of Cambric Corset Covers.

NEW GOODS. Our buyer has just returned from Europe. In a few days our first cartload of goods will arrive. Will show the grandest stock of Stationery, Bronzes, Fine China, Clocks and Brics-a-Brac ever brought to the city.

E. P. ROBERTS & SONS, Fifth Ave. and Market St. au25-30-MWFS

CRANE ELEVATOR CO., Pittsburgh Office, Lewis Building.

REVERSING ENGINE, HYDRAULIC AND STEAM PASSENGER AND FREIGHT ELEVATORS. au25-30-MWFS

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OUR NEW STORES ARE OPEN, And our counters filled with bargains. Notice some of them.

35c Hose at 12 1/2c.

18c Towels at 10c.

25c, 20c, 18c Dress Goods at 8 1/2c.

50c Ties for Men at 25c.

50c Men's Underwear at 25c.

\$30 French Robes at \$5.

COME AND SEE OUR BARGAINS. This week we cut the prices to make room for Fall Goods.

And our counters filled with bargains. Notice some of them.

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