FEW DON'T FAVOR IT.

Mr. Blaine's Reciprocity Proposition Strikes a Responsive Chord in the Breasts of

VERY MANY MEN IN PITTSBURG.

Merchants, Manufacturers, Preachers, City Officials and All Kinds of Business Men

THINK THE IDEA AN EXCELLENT ONE.

It is Considered a Way to Extend the Market and Secure Profitable Trade.

Secretary Blaine's proposition to add an amendatory or supplementary clause to the tariff bill for the creation of reciprocal commercial relations between South America and the United States, is receiving such attention throughout the country as the importance of the subject deserves. In many Eastern cities the Boards of Trade have circulated petitions addressed to members in Congress in favor of the plan, and judging by the number of signatures obtained, and the rapidity with which they have been signed, the scheme seems to meet with very general approval. Nothing of the kind has been placed on foot in this city, and THE DISPATCH, recognizing the influence which public sentiment commands, has obtained the views of a number of leading and representative citizens on the matter.

The general opinion set forth in the following is altogether in favor of Mr. Blaine's proposition, and but few dissentients to the policy are found. The latter, while dissenting, are unable to give any satisfactory reasons against the measure, and the former, in concurring, give expression to some cogent reasons for its adoption. That a reciprocal policy allied to the tariff bill would serve the best interest of the country is the general sentiment expressed in the interviews which follow:

A TRIFLE MORE SO.

MANY WHO WOULD GO EVEN FURTHER THAN MR. BLAINE.

Preachers, Business Men and Officeholders Who Think the Scheme Good as Far as It Goes—Some Not as Conservative as the Man from Maine.

Quite a number who were approached thought well of Mr. Blaine's reciprocity as far as it goes. Among them, of course, were many Democrats. Rev. E. R. Donehoo said he agreed with Mr. Blaine as far as he went, but would go much further and "reciprose" with any nation disposed to act fairly, without regard to the dictates of any selfish policy. "When," said Mr. Donehoo, "the millenium comes, we will have reciprocity over the whole earth, or, in other words, free trade."

A. B. Stevenson said Blaine was all right so far as he went, but he stopped short of the goal, short of Democratic doctrine, which was that any nation disposed to trade fairly should be met in the same spirit.

J. M. Caldwell, Esq., said he favored the policy, but opposed discrimination, and would extend the offer to the whole world, and treat all nations alike.

William B. Broe, Esq., said he thought Blaine's proposition about the correct thing, but thought it ought to be carried further.

N. W. Shafer, Esq., is favorable to the Blaine doctrine, and thinks Senator Hoar wrong, as he, Shafer, thinks it is the particular interest of the United States to cultivate trade relations with South America in preference to any other part of the world.

C. E. Cornelius, Esq., favors the Blaine policy in its entirety, and holds the idea that it should only be extended to nations whose trade would be profitable to this country. Mr. Cornelius holds that sentiment has no place in trade.

HIS REASON APPARENT.

John Spohn, of Boehmer & Co., says that he is in accord with the man of Maine, and thinks a business man's reasons therefore should be obvious to any comprehension.

Ex-Alderman J. S. Kennedy, "Pap," likes the idea of reciprocity, but thinks Mr. Blaine should extend the field. Mr. Kennedy says that while sojourning in Maine, he found a reciprocity bridge a very agreeable institution between the State and Canada. He says its practical workings were certainly satisfactory to the people on the border.

Harry C. Rowley, of the County Commissioners' office, said: "Blaine is my ideal of a statesman, and I can agree with him in his reciprocity views as on other subjects."

P. W. Siebert, of the same office, is opposed to the idea of reciprocity, and holds that its effect would be injurious, as he says nations not included could run goods in to the United States from the countries favored, and escape payment of duties.

W. W. Murray, also of the Commissioners' office, objects on the same ground as stated by Mr. Siebert, and further adds that it is scarce a step removed from free trade, which he regards as the sum of all economic evils.

County Commissioner Mercer said: "Blaine and I agree on the subject."

Alderman P. B. Reilly said the idea was a good one, but added: "But it defeated Cleveland. The world is moving." Mr. Reilly said he was not in favor of free trade unless it could be showed to be beneficial.

SOME INGENIOUS REASONING.

J. W. Smith, of Elwood & Smith, grain dealers, said: "Jim is getting around to my creed. I think also that he is right in limiting it to South America, as our merchant marine, like our navy, is composed of old tubs which cannot go to sea safely and of course it wouldn't do to risk the sending of our products to Europe in such bottoms, and we want to do as much of our own carrying as possible. Our ships are only fit for coasting, and we can send them to South America in comparative safety. By hugging the coast we can get Signal Service advices, and run from point to point when the weather is good. 'Strong ships may venture more, but crazy craft should keep near shore.'"

There was just the least tinge of irony in Mr. Smith's reply, but its flavor cannot be expressed on paper. Mr. Smith is a stalwart Democrat.

Harry C. Myers, of the Pittsburg Produce Commission Company, said: "Blaine's idea is just the thing, so far as it goes. The country at large is losing a vast sum of money every year by its present policy, and it is able to stand on its feet and compete with any country in the world. We want to push our trade everywhere that people are disposed to do the right thing."

Captain J. S. Fisher, wholesale lumber dealer, said: "I think Blaine will make it win, and I am heartily in favor of anything that extends trade with foreign countries."

James Irwin, ex-County Commissioner, and Democratic wheel-horse, agreed with Blaine, only, in common with many other Democrats, more so. He added that James had tried on Grover's boots, and finding them adapted to marching with Growing Public Opinion, had, with the political sagacity to be expected of him, decided to wear them. James is a growing man, and will in time fill Grover's brogans.

BUSINESS MEN'S VIEWS.

UNANIMITY IN THEIR OPINIONS ON THE SUBJECT.

The Demands of Trade and a Wider Market—Some Who Pin Their Faith on Blaine—Others Who Would Remove Politics From the Question.

A marked unanimity of opinion was discovered among business men, especially those who have their eyes turned toward South America as a point, where they could extend their trade.

George A. Kelley, the wholesale druggist, said: "The idea, as advanced by Secretary Blaine, I think is perfectly feasible. The business in our line with the countries of South America, at present is comparatively small. The bulk of their importations of drugs, comes from European countries, and on it I believe, there is no tax levied, and if the reciprocity plan is tried, I have not the slightest doubt that it would be beneficial to our business. It would open a new market for manufactures of all kinds. In a conversation with a gentleman who visited South America recently, I learned that there was a prevailing desire among the merchants of that country to trade with the United States more extensively. They recognize the undisputed superiority of the products of this country over those of other foreign countries, and were it not for the excessive duties levied upon products of the United States, the people of that country would give our staples the preference. With a free commercial intercourse with England, Germany, France and all other European countries, South America cannot at present, without jeopardizing her interests, trade with us on a more extensive scale. The merchants look forward with eagerness to the time when we can successfully compete with other countries for their custom. A reciprocity treaty, such as Secretary Blaine proposes making with South America, is a good one, and should be given a trial, at all events. The benefits of such legislation cannot be estimated, until it is in practical operation. Secretary Blaine's suggestion should not be dealt with as a party measure, but should receive the unanimous support of all, who have the least regard for the public welfare."

CERTAINLY FAVORS IT.

Said W. J. Friday: "I am up to my eyes in work, but I am always glad to talk to DISPATCH men on any subject. To be short and come to the point, I most heartily favor it."

T. C. Jenkins, the wholesale grocer, replied to the querist: "I don't care to be interviewed and I am now too busy to talk, but in general Mr. Blaine's idea will make no material difference."

A. G. Roenigk—I favor it, and would be willing to have a free exchange of products with any other countries beside South America, where they would not directly conflict with our industries. Brazil, for example, is a coffee and sugar producer. We could take both articles without injuring home trade, and ship them in return our manufactured articles. It would help American business very much. The same principle will apply to other South American countries.

C. Sunstein, the distiller—I approve Mr. Blaine's plan. It would open to us a new market, and increase our trade. They make some whisky and wines, but not out of grain. Their principal drink is produced from the cactus, and it is rather green stuff. They make raw materials, like wool, hides, etc., and our factories prepare them for market. It might hurt the material men a little, but I don't think they would care very much. Last spring a Cincinnati firm sent a man through South America, but I haven't heard what the outcome was.

G. W. Schmidt—It is very common sense to see that if we want to trade with other people we expect them to trade with us.

INEQUALITIES COMPLAINED OF.

Said S. Hamilton: "I can only form an opinion as far as it affects our business. The tariff on our goods is an outrage. There should be some modification on the tariff, as between Germany and Sweden. The McKinley bill will advance the tariff 25 and 50 per cent on our goods. The goods that the tariff is increased on are all purchased by poor people. The small musical instrument is like the school book, it is cultivating, refining and educating. We can stand it to have a tariff on pianos because they are a luxury. But to do so with the mouth-organ, violin and dozens of other small instruments that none but the poor buy is an outrage. There is not one place in America where small musical instruments are manufactured.

James Grove—I am in favor of reciprocity. Mr. Blaine made a very good strike when he advocated it.

J. Kornblum—You will find that any person that knows anything about European countries will side with Mr. Blaine.

John O. Slemmons — I think Evarts, rather than Blaine, has hit the nail on the head.

J. Ollendorf was also not in favor of Mr. Blaine's scheme. He said: "I have not read Blaine's arguments critically. However, I am not in favor of reciprocity."

R. S. Davis—I have great confidence in Blaine, and I am of the opinion that he is not one who is likely to make a mistake.

ART AND ITS MARKETS.

J. J. Gillespie, the art dealer, said: "We have done no business with South America, but I know there is a considerable quantity of the cheaper grade of pictures shipped to that country by Chicago and New York firms. As for the higher grades, the wealthy people of South America, like those of this country, when in quest of high art invariably go to other countries for it. But in the line of plate pictures and cartoons, this country has no equal, and consequently the greater portion which South America handles is purchased in the United States. The middle class of that country have a great penchant for works of art, and, their resources being small, they content themselves with the lower grades of our line. The tariff on art goods is equally as high on common pictures as on those of greater value, and I believe the reciprocity treaty would occasion a greater demand for plate work and the lower grade paintings, which would undoubtedly benefit the trade."

W. B. Wolfe, a leading brush manufacturer of the city, said: "The United States produces one-fourth of the world's output of brushes. The style is greatly different from the article manufactured abroad, and is largely in favor among the people of South America, but they can ill-afford to handle our goods, on account of the high import duties. The reciprocity treaty, I believe, will draw the patronage of the country to the North American markets."

OVER ON THE SOUTHSIDE.

HOW RECIPROCITY IDEAS ARE REGARDED IN THAT SECTION.

Fears That It Might Interfere With the Welfare of Labor — Otherwise the Scheme is Popular—Blaine is Universally Extolled.

Blaine and his reciprocity project have many warm friends on the Southside. Several of the most prominent business men and citizens, who are always interested in public affairs, were spoken to on the subject yesterday. They all agreed that the scheme was a good one, and especially so, if it could be adopted without interfering with the workingmen's cause.

John Kemler, the jeweler, was first seen. He said: "I hope Mr. Blaine's project is all right and that it can be adopted to advantage. I can not quite understand yet, however, how we can continue to raise the wages of the workingman and compete with Germany and other European countries. My idea would be to reduce the cost of production before going into the new fields and attempting to compete with countries in which labor is cheaper. I am very much afraid the 8-hour movement will work against itself. I have often thought that if it were adopted generally, the laborers would want to go to work about 5 o'clock in the morning and get through about 1 or 2 in the afternoon. They would not be idle the remainder of the day without spending a lot of money and they would be worse off than working all day. The labor question can not be avoided in Mr. Blaine's scheme and that must be regarded with great consideration in the adoption of the project."

Ex-Councilman J. W. Ruhlandt said: "I believe the adoption of Senator Aldrich's amendment, which, as I understand, includes the reciprocity scheme fathered by Mr. Blaine, would have the effect of creating

A MORE FRIENDLY FEELING

between the nations, and, if so, I favor it. American manufacturers can reduce the cost of production without reducing wages if they want to. There is scarcely a manufacturer that makes less than 75 to 100 per cent on his investment, and if they will be willing to accept a reasonable profit they can compete with any of the foreign countries."

O. R. Toudy, a great admirer of Mr. Blaine, said: "I am heartily in favor of the plan proposed by Mr. Blaine. I have no fear that he would suggest anything that would be a detriment to the country. He is a great statesman and always has the good of the country in view."

City Assessor Philip Hoerr is willing to say amen to anything that will bring the countries into a closer and more friendly relation: "I take it that Mr. Blaine's scheme is intended to do that. I am in favor of anything that is proposed for the advancement of American interests and the civilization of the country."

Dr. F. M. Pollock, a Democrat, said: "I admire Mr. Blaine for his great ability to see what this country needs for its future prosperity. He and his party are coming to the right idea. We must have an outlet. The wonderful capacity of this country for producing staple articles must be hampered no longer. It must not be restrained by putting a fence around it to hold it in. We want commerce with these other countries and this would be the

BEGINNING OF A PLAN

by which we can quietly slip in on England and gradually get what belongs to us. The adoption of Mr. Blaine's scheme would open up many new and profitable ways to invest money, beside in the manufacturing business."

W. C. Bernardi was as enthusiastic admirer of the proposed reciprocity plan as any of those seen. "I can see no reason," said he, "why there should be a duty on anything that cannot be produced in this country. I see some of the Democratic papers look upon Blaine's scheme as the beginning of a general reduction in the tariff, but I don't take it that way, although there are many things upon which a reduction would be a benefit. I am very much afraid if a reduction in the cost of production would be necessary to enable manufacturers to compete with the other countries, it would be taken from the wages of the workmen. It is the same with manufacturers as with merchants. When it costs me too much to sell goods I begin to inquire where I can reduce that cost, and I invariable find relief in the reduction of my expense account."

LOOKED AT BOTH WAYS.

ONE MAN WHO HAS REASONS TO DIFFER WITH BLAINE.

He Fears It Would be Hard to Draw the Line—Others Who Consider the Scheme a Grand One—A Labor Representative's Views.

Mr. William P. De Armit, President of the New York and Cleveland Gas Coal Company, said: "Mr. Blaine's idea is to enlarge the extent of trade with foreign countries with which we can make profitable exchanges. In other words, he wants to save to the country a vast amount of money which is now lost to it in the difference between the values of the imports and exports, respectively. In countries to which a reciprocal treaty would be intended to apply the values of their exports exceeds by millions the value of what they buy from us, and the arrangement of a system of reciprocity will result in keeping in circulation here a vast sum now paid to foreign countries. A reciprocal tariff would extend the area of our trade enormously. Our Western farmers would find a market for their flour in countries which now exclude it by a heavy import duty. The same argument holds good in every relation of trade where we now suffer from having to pay a heavy amount annually for the privilege of trading in the country. Mr. Blaine's idea is in the line of broad and far-seeing statesmanship, and in effect will undoubtedly extend to an enormous extent the area of our trade, and it will, as well, cheapen to us what we don't produce."

Mr. James J. Steztler was unable to see how any reciprocal scheme could be brought into effect. "If I am correct in my deductions," said he, "Mr. Blaine's proposition is for certain countries to let us in free if we do likewise by them. That's all very well, and may probably save big money to this country now paid away in heavy duties, as the balance of trade is vastly against us, but, where will you draw the line? Where will reciprocity stop and free trade step in? That's what I should like to be more clearly informed about. I am rather inclined to believe that the scheme would open a vast door for rascality."

Mr. William Martin, secretary of the Amalgamated Association, said: "I regard Mr. Blaine as the brightest statesman of the day, and favor his reciprocity scheme in a great measure. I fear, however, its effect on the present tariff law. If it goes into effect free traders would use it as a club to beat us into opening our ports to all nations. With all due respect to every other Republican in the country, I would like to be privileged to vote for Mr. Blaine for President in 1892."

THE CITY OFFICIALS IN LINE.

They Disclaim Any Idea of Tariff Reform, but Believe With Blaine.

Among those seen were several of the city officials who are well posted on current events. The first was Mayor Gourley, who said: "There is no question in my mind at all but it's a good thing for the country, and we would greatly benefit by it. If we can get something free of duty by giving something else having a foothold everywhere, and is a superior article to anything our competitors turn out, then I think it is a good exchange. The treaty will secure us trade in new markets. Of course I would only like to see Blaine's scheme tried where it is absolutely certain that it would not work disadvantageously to the American manufacturers. There is a reform needed in the tariff laws, and I would not be surprised but this will be the important issue of the next campaign. I am heartily in favor of anything from Secretary Blaine, as I think he is the brainiest man among them all."

Controller Morrow—I am not a "tariff reformer," by any means, but I am in favor of Mr. Blaine's treaty. I think we are old enough now to take care of ourselves without too much protection. This country can stand on its own feet, and we do not need to be propped up like an infant in long clothes. I am willing to extend favors to countries in the same position as we were years ago, and we should not continue the selfish idea of excluding the products of every nation of the globe because they come in competition with home industries.

Jos. P. Andrews, Superintendent of Highways and Sewers—I think there should be some arrangement made to open up trade with those South American countries, and for this reason I am heartily in favor of the scheme. The treaty is the result of the recent Pan-American Congress, and some good should result from it. We should have a prosperous business intercourse with the South.

Chief Brown, of the Department of Public Safety—The treaty is all right, and I hope it will go through. It would not do the tariff much harm to be put through a period of reformation, and we have the reformers right here. I am sure it would result in great good to the home producer as well as the consumer.

DR. B. M. HANNA. Eye, ear, nose and throat diseases exclusively. Office, 720 Penn street, Pittsburg, Pa. s&su

UNITY OF INTERESTS

Leading the State Line Railroad to Consolidate With the

FAIRMONT AND MORGANTOWN LINE

Captain Henderson Has a Plan to Break Up the Car Famine.

HOW A MAN PAID FOR HIS FRESHNESS

The stockholders of the State Line road will hold a special meeting on the 17th in the Baltimore and Ohio depot, for the purpose of considering a proposition to consolidate with the Fairmont, Morgantown and Pittsburg road. Both lines are branches of the Baltimore and Ohio road. On the same day the stockholders of the other road will meet at Fairmont. The intention is to complete both lines, and make one through connection between Uniontown and Fairmont, on the main line of the Baltimore and Ohio to Chicago.

The State Line is a road that was projected to run from Uniontown to the Pennsylvania and West Virginia lines. About three miles of the road only have been built. Superintendent Patton, of the Baltimore and Ohio, is president, and Major J. B. Washington, secretary. The road would open up a good territory through some of the southwestern counties of the State. The Fairmont, Morgantown and Pittsburg road is 26 miles long, running from Fairmont to Morgantown. The latter town has been sadly in need of railroad facilities, and if these two lines should ever be connected, it would give that town an outlet to the East over the Baltimore and Ohio road. The Baltimore and Ohio is branching out in various ways to take in the great coal fields of West Virginia. Morgantown has experienced a slight boom since the slackwater on the Monongahela river was extended that far. What the present object can be in consolidating the two lines could not be learned. Secretary Black was asked about it yesterday, but he couldn't tell what was back of the movement. On the map the two roads, when built, will merely connect the Pittsburg division of the Baltimore and Ohio with the main line at Fairmont. No advantage is to be gained, so far as can be seen, outside of developing the intermediate territory. Without further extensions, the consolidation would only result in a longer branch and another cross line for the Baltimore and Ohio. The people in the territory to be reached, however, are pleased with the prospect.

IT PAYS TO BE HONEST.

Almost Impossible for a Crooked Postal Clerk to Escape.

"I tell you," said a postal clerk in the railway mail service yesterday to a reporter, "that the crooked man in this business doesn't go very long before he is unearthed. In addition to the magnificent and perfect detective system of the Government, every postal clerk in the service is a detective on the others. When a department is suspected every man in it is under suspicion, and the innocent clerks are as anxious as the officials to apprehend the guilty one to clear their own skirts.

"Sometime ago a rather nice young fellow was running from New York to Pittsburg. He never would sleep at night, and the other clerks began to suspect him at once. Small sums of money were being missed continually, and they put up a job on him. Money was marked, and the young man was caught with the bills on his person. He was in the habit of going through the mail addressed to New Orleans banks and the Louisiana Lottery while his companions slept. It was found that a woman in New York was the cause of his thieving, and he was given three years in a narrow cell to mend his ways. Oh, it doesn't pay to be dishonest in this business. I want no three years in a cooler for vacation purposes."

KICKERS IN BUTLER.

Mr. Davis Surprised to Find People Opposed to Paving Bad Streets.

Thomas H. Davis, Esq., who, with his family, has been sojourning at Buttermilk Springs, Butler county, for the last two months, had his eyes opened on the subject of real estate values. He went away impressed with the conviction that prices asked on some parts of Carson street, Southside were very aerial, but he found people in the old town of Butler asking as much, and some of them more, though beyond a couple of glass factories there is nothing specially likely to attract working people as a place of residence.

Mr. Davis found that some old-time Butlerites were threatening to move away if a proposition to pave the streets and otherwise improve the town is carried out, as they consider that they can never be reimbursed for the outlay. This feeling in a town containing banks, several newspapers, a law court, etc., is something Mr. Davis finds hard to analyze, especially as for at least one-fourth of the year the streets are hub-deep with mud; Had the people of Soap-mine district, or of the section where the whippoorwills carry knapsacks opposed the improvement of roads he could understand it, but that a center of wealth and refinement could object, is to him incomprehensible, except as a vagary that afflicts some fossilized people who belong to a past age.

A LASTING SOAP.

Why a Professor Recommended a Lady to Buy a Cake of It.

A young lady of this city is in considerable of a quandary over a statement made to her the other evening by a prominent musical professor in regard to a cake of soap. Going into a Sixth street drugstore she asked the rosy-cheeked clerk for a cake of soap of a certain make. The very gracious clerk brought forth the desired soap, and also a cake of another kind which he recommended highly as being of fine quality, exquisite perfume and wonderful lasting qualities, all of which the professor indorsed heartily.

So much superiority deserved a trial, thought the young lady, and as she expressed her intention to invest in it, the enthusiastic professor dispelled any doubt she might have about the wisdom of her choice, at the same time arousing her curiosity as to his method of calculation, when he said: "Wonderful soap, one cake of it lasted myself and family—five of us—three weeks while we were away this summer, and it surely ought to last you four weeks."

GIVE HIM THE WATER,

And Captain Henderson Says He Will Break Up the Car Famine.

Captain James W. Henderson was discovered yesterday keenly watching the river bulletins from up the streams. The Ohio has been so low all summer that his packet boats have not been able to move. "I expect about six feet of water," he began, "and if I had it for a month I think I could break up the car famine in short order.

"The indications for business this fall were never better, and I believe we will have a finer season than the last one, which was very good. I have more railroad outlets now through the West and South, which greatly increases our facilities for handling the freight."

HE PREFERS THE RAILROAD.

An East End Man Who Enjoys a Seat Once in a While.

"How do you ride to the East End?" asked one citizen of another yesterday. "Well," the second one replied, "I go out on the Pennsylvania road. I prefer it. You are always sure of a seat on the railroad, but you have to take your chances on the cable lines. If the cars are not crowded there are always enough women to take up the seats, and no gentleman will sit down and allow a lady to stand. A man doesn't mind being polite for one evening, but when it is kept up night after night you get a little weary.

"Now concerning the proposed war between the Duquesne and Pittsburg Traction companies, I think there is a profitable field for both. The people are here to be carried, and a 3-cent fare or even less would pay them. As long as the cable cars are so crowded I will stick to the railroad."

PAID FOR HIS FRESHNESS.

How the Captain of a Pacific Steamer Protected a Lady.

On a through Eastern train of the Pennsylvania road, one day last week, all the seats in the car were taken except two. A lady sat in one, and a man from the West with a big sombrero occupied the other. He was a fine looking, manly fellow, and was taken by those around him for a lawyer. At the next station an unattractive drummer got off the car. He sized up the situation at a glance. The lady was pretty and that settled it. Without even asking her he sat down by her, and at once commenced to make himself agreeable. She tried to avoid him and looked out of the window, but the fellow's gall was immaculate, and he maintained the one-sided conversation. The Western man was calmly watching the proceeding and stood it as long as he could. Going up to the lady he said: "Madam, I see you are annoyed. Wouldn't you prefer to have my seat." "Oh, thank you," she replied, "certainly," and the big man helped her to transfer her valise, while the other passengers tittered at the drummer's discomfiture.

The latter was boiling over, but kept down his wrath until he got to Altoona, and then he demanded satisfaction for the insult. The words were scarcely out of his mouth before the Western man banged him on the jaw, and then with his boot kicked him around as a football. "Stand back," yelled some of the tickled passengers. "Kick him harder," they shouted together, and that drummer finally crawled under a car to escape further punishment, a wiser and sadder man. Everybody wanted to know who the Western man was. He turned out to be the captain of a Pacific mail steamer out on a vacation.

WHAT THEY THINK OF US.

A Couple of Englishmen Air Their Views of Pittsburg and America.

Mr. Thomas Connolly, electrical engineer, of Manchester, England, and Mr. Alfred Stevens, mechanical engineer, from London, are in the city, the guests of Superintendent Morris Mead, of the Bureau of Electricity. The visitors are here to combine a pleasure trip with the purchase of machinery for a big corporation in London. They express great admiration for the ingenious ideas of Americans in machinery and find that we are away ahead of them in this particular, yet they say that our machinery is too light for the conservative ideas of the English.

Our electric lighting they consider simply magnificent, but they say our dangerous systems of overhead wires would not be tolerated in English cities for a moment. The street pavements of America come in for their condemnation also, and they say New York has the worst pavements they ever saw. A saving in the first cost, they think, has a very bad effect upon American industries of all kinds.

A TRIP TO EUROPE, YOU KNOW.

It is Getting to be as Common as a Little Jaunt to New York.

"This thing of going to Europe has come to be as common as going to New York," remarked J. J. McCormick, the steamship agent, yesterday. "Do you know that you can go to Glasgow for as low as $65 for the round trip, and have all the pleasures of a first-class cabin. The passage is a little slow, but the time is not much behind the ocean greyhounds.

"I see by the cablegrams that the steamers are so crowded coming back that it is almost impossible to secure a berth. This makes me smile. I always advise people going to Europe in the summer, and knowing they will return at a certain time, to get their transportation in advance, but, no, they think they know it all. The other day a gentleman thanked me for this suggestion, and told me I had saved him at least $25."

DRINKING IN IOWA.

Francis Murphy Hasn't Changed His Views on Prohibition.

Francis Murphy was in the city yesterday, and left last night for Iowa, where he will probably spend the winter in temperance work. He is working on the same old plan, and thinks he is doing some good.

"If I can reform one man," he said last evening, "I have done something, and it is worth the effort. Suppose only 10 per cent of the men who sign the pledge keep it, nevertheless it pays to hold in line such a small number. It may seem paradoxical to work in a prohibition State, but there is plenty of whisky consumed in Iowa. The original package houses are closed, but still they get it in various ways, especially in the river towns. I am as much opposed to prohibition as I ever was. You can't legislate an evil out of existence. It would be different if we had honest men to enforce the laws, but we can't find them. The very law makes them dishonest. Two break it and one is arrested. The man who buys becomes the friend of the seller and defends him on the street corner as well as in the jury box.

"This is an individual matter, and every man must decide whether he will drink or no. If there was a hall in Pittsburg, or the churches here were more liberal and showed more Christian fellowship, I think the number of arrests could be decreased 50 per cent in the next three weeks. In the West the people are democratic, and everywhere I go the best churches are offered me in which to hold meetings."

INTERESTED IN THE GAS SUPPLY.

Sensational Rumors Bring Two Londoners to Pittsburg With a Mission.

George W. Hersey and Lewis W. Leeds, two Londoners, who visited THE DISPATCH Exposition headquarters, held a very favorable opinion of the Pittsburg Exposition. "But," said Mr. Hersey, "I would hardly think you had space enough to fully represent all the manufactures and industries of Pittsburg." Mr. Hersey said that he and Mr. Leeds were in the city in the interests of a large company in London which has a new system of saving gas, by a scientific application of the natural laws of combustion and ventilation. They have been watching the talk about Pittsburg's natural gas supply playing out, and are in the city to try and dispose of the rights of their patent.

Mr. Leeds has been in London for a number of years, experimenting with gas heating. He is a wide-awake British-American and after getting Johnny Bull's money assistance to push his plans through, has come to this country on the syndicate plan. He put in the ventilating apparatus of the Pittsburg Court House, and before his departure for London, was a professor under the United States Government's corps of experts on ventilating and heating. Mr. Hersey is also an expert in the same line. The London company hopes to make an exhibit at the Exposition if space can be obtained.

1200—Gallinger's—1106 Penn Ave.

Guns, guns, guns, guns, guns, guns, at Gallinger's, 1200 and 1106 Penn ave. WSu

THE latest styles of dress trimmings at Reining & Wilds, 710 Penn avenue. Opening September 8.

MUST CLIMB HIGHER.

Light and Power Wires Will Have to Take Second Place on the List.

FORCED TO GET OFF THE EARTH.

Some Municipal Legislation Which Makes Street Railways Rulers.

TWENTY FEET FIXED AS THE LIMIT

Street railway wires rank first in Pittsburg. The wires of lighting, heating and power companies have to either take second place or get off the earth—at least, they can come no nearer than 20 feet, and in many cases they will have to decorate the sky at even a much greater altitude. This latest of Pittsburg's ordinances was flashed yesterday, at the meeting of the Committee on Corporations. There was a large attendance, but no opposition, and, outside of W. A. Magee, who is a member of the committee, William Flinn was the only one of the city leaders present to look after the interests of this new child of municipal legislation. Everything moved so smoothly that even that gentleman did not have to put his shoulder to the wheel. Without any opposition it was affirmatively recommended to Councils.

WHAT IT ALL MEANS.

The ordinance provides that hereafter all the electric wires of light, heat and power companies must be placed at least 20 feet above the sidewalks, and where there are street railway wires on the same street the former wires must be placed a sufficient distance above the latter to be entirely out of the way, and also must have guard wires placed under them to prevent any possibility of broken wires falling down on the street railway wires. This is to prevent any possibility of the accidents which might result from the heavy currents of the light and other wires being introduced into any of the circuits of the street railway systems.

Another point in that just what shall constitute the proper distance from the street railway wires is left entirely to the discretion of the Department of Public Works. All plans for the erection of wires must first be submitted to the Department of Public Works for approval, and the only recourse, if they are not approved there, is to bring them before Councils and have them approved by joint resolution of that body. The substance of the ordinance, with its supplementary regulations, is as follows:

PROVISIONS OF THE ORDINANCE.

Section 1 provides that hereafter all such companies which shall get street rights from the City Councils must accept the provisions of this general ordinance, subject to regulations as follows: Plans and specifications in detail of the apparatus and devices in detail must be submitted to the Chief of the Public Works Department. In case overhead wires or cables are to be used the plans must show their size, location, nature, proposed height from grade line, means of insulation and of support. In case underground wires are to be used the same rule applies. The plans are subject to the approval of the Chief of Public Works. Further regulations provide that overhead wires shall not be placed less that 20 feet above the grade of the street, and wires shall not be constructed diagonally across any street. Wires must be erected over and along the street curb lines as near as practicable, and shall not cross any street except at cross street intersections. On streets where wires or cables are located for supplying motive power to traction companies, the lines of light, heat or power companies shall be erected over and above all the traction wires at a sufficient height to secure safety, and shall place underneath the light, heat or power wires guard wires or other means to prevent the light, heat or power wires from falling upon or coming in contact in any way with the traction wires.

UNDERGROUND WIRES.

Underground wires, cables, tubes, conduits or subways shall be placed at least two feet under the surface of the ground and as near the street curb lines as practicable. No company shall be allowed to open up more than two squares of any street at one time for the construction or repair of its underground line, and it must replace and renew the streets opened and put them in good condition, under the supervision of the Chief of Public Works.

The apparatus or appliances of such companies relating to the safety of the public shall be subject at all times to the inspection and supervision of the Chief of the Department of Public Safety, and they must report to him as often as he may direct full information as to the operation of their system and statement showing the amount of force used. If the wires of such companies shall interfere with or obstruct the operations of the fire department at a fire, the firemen may cut down the wires in their way and the city shall not be held liable for the loss thus incurred.

Section 2 provides that if the company fails to secure the approval of its system, or any part of it, an application may be made to Councils, which shall have the power, by concurrent resolution or otherwise, to approve the same.

Section 3 provides that a special ordinance must be passed for each company in addition to this general ordinance, and the company receiving the rights must file with the City Controller within 30 days from the passage of the ordinance a certificate of acceptance of all the provisions of the general ordinance, attested by the president and secretary of the company.

Section 4 provides a $100 fine for each violation of any provision of this ordinance.

An ordinance authorizing the Chief of the Department of Public Safety to enforce the existing ordinances relating to the moving of trains on Liberty street caused considerable discussion, but was finally given an affirmative recommendation. An ordinance granting the right to Rea & Co. to a switch track at Second avenue and Try street, was also affirmatively recommended.

FROM CALIXA LAVALLEE,

Pianist and Composer,

Ex-President of the Music Teachers' National Association, 1887; Chairman of Examining Committee of American Compositions, 1888; Chairman of Programme Committee, 1886, 1889, 1890; delegate of the Music Teachers' National Association of America to the National Society of Professional Musicians of England, 1887, etc.

BOSTON, September 5, 1889.

Henry F. Miller & Sons Piano Co.:

DEAR SIRS—On March 20, 1885, I had the opportunity to congratulate you on the steady improvement and sterling qualities of your pianos. To-day I not only repeat my former statement, but will add that the Artists' Grand used at the M. T. N. A.'s meeting at Philadelphia in July last, surpassed any instrument I have ever seen, heard or played. It had not only the fine qualities combined of all other makes of pianos, but a broadness of tone in orchestral effects which no other possessed.

Your Artists' Grand to-day stands the first in the land. CALIXA LAVALLEE.

THE NEW STYLES

Henry F. Miller Upright Pianos

Are artistic and correct in design. They should be seen by all interested in fine pianos. The Henry F. Miller pianos have shared the highest honors obtainable in concerts. They have made such great successes and received such high praise that it is impossible for any pianos of the present day to do more.

A fine selection of these famous pianos can be seen at W. C. Whitehill's Music Parlor, 152 Third ave., Pittsburg.

SPECIAL feature for this week's opening velvets from 75c to $4 00 per yard; every color for present season.

s7&su HUGUS & HACKE.

ITS HOME IS CHOSEN.

The Blind Institute Directors Will Take a House in East End—Cannot be Announced Until Papers are Signed—Deed for the Permanent Site Made Out.

No meeting of the Executive Committee of the Blind Institute was held yesterday on account of the absence of several of the members. The meeting will be held on Monday or Tuesday. Notwithstanding this fact the house which will be rented for a temporary home for the Blind Institute has been selected. Only the formality of signing some of the papers prevents the publication of the exact site.

The place selected is centrally located in East Liberty. The house contains 14 large, airy rooms and is fitted with all the modern conveniences. The grounds surrounding it are large and will give ample room for the various outdoor sports.

Colonel W. A. Herron said yesterday the place was satisfactory in every respect, and while it was the choice of every member of the committee they could not announce their decision until after the papers were signed and the action had been formally approved by the committee as a whole. Percy F. Smith expressed himself similarly.

A number of members of the committee have been led to understand that Chief Bigelow, while in England, was commissioned by Mrs. Schenley to settle the matter of a permanent site for the Blind Institute. It is further understood that Chief Bigelow has the deed for the property back of the Bellefield Presbyterian Church, which is to be turned over to the directors of the Blind Asylum for that purpose. Chief Bigelow was asked about the matter yesterday and did not make any denial of the above statement. He simply said:

"I am not connected with the Blind Institute. I did not say I had a deed for the site. The directors of that institute will know what they are to get in a few days. Mrs. Schenley is a great woman and has handsomely provided for them—in fact, beyond their expectations.

ASSIGNEE'S SALE

Of the Tow Boat Joseph B. Williams.

Was built in 1876 and in 1884 was renewed at a cost of $13,000. Length of boat, 220 feet; beam, 40 feet; over all, 52 feet; hold, 6 feet; 1 doctor for supplying boiler; 1 Blake pump; water stern wheel, 29 feet square; buckets, 37 inches diameter; (6) six 40-inch boilers, 28 feet long, 2 flues each; (2) two low-pressure cylinders, 45-inch diameter, 9-foot stroke; (2) two high-pressure cylinders, 19-inch diameter, 9-foot stroke; (1) one auxiliary engine for supplying air pumps and condensers; 4 nigger engines and 4 capstans run by steam.

The boat is fully equipped with lines, chains, rachets and wire lines for towing 30 coal boats, in addition to 6 or 8 barges, her fuel included.

The boat is one of the best equipped between Pittsburg and New Orleans, and is known for her economical use of fuel. Her draft of water when light is only five feet.

In March, 1887, she took the largest tow ever taken from Louisville to New Orleans, consisting of 826,010 bushels of coal, a total tonnage of 31,769. A personal examination will convince a person of her worth.

Will be sold at

PUBLIC SALE ON TUESDAY, SEP. 9, 1890, at 10 o'clock A. M., at the Pittsburg Wharf, at the foot of Ferry street.

The terms will be made known on day of sale.

For further particulars inquire or address,

JOHN M. RISHER,

Assignee of I. D. Risher, No. 8 Wood street, Pittsburg, Pa. TuWSSu

A Most Interesting Exhibit.

Chessman-Mannion, the expert opticians, No. 42 Federal st., Allegheny, are located at the west end of the gallery, Expo. bldg., where they are showing, for the first time publicly, in America, the art of grinding spectacle lenses. They have specially engaged Prof. Caruss, of New York, with all his instruments, to assist during the Exposition. They afford unusual facilities to persons unable to find suitable spectacles to have a proper examination of their eyes made; registering the name and address of every applicant, together with the prescription for lenses needed, affording visitors the opportunity of ordering without further examination. They solicit the most difficult cases and insert artificial eyes at their stand by their painless method. Ask for their 32-page book, "Our Eyes and How to Preserve Them."

WE WANT YOUR TRADE.

Low Prices, Stylish Goods and Fine Qualities Are the Inducements We Offer You.

Look over your wardrobe, make up your mind whether you want a new suit of clothes, a medium