

BLACKLISTED BEATS.

How Railroads Are Protected From Those Who Abuse Their Privileges and Courtesies.

FEW CHANCES FOR FRAUD.

Men Who Dress Shop Windows Must Have a Genius For That Sort of Work, and Are Very Well Paid.

A DRUMMER'S CURE FOR COLD FEET.

The Superstitions of Some People, and How They Enter Into Their Daily Life.

A railroad blacklist is not a rarity in the offices of managers and general passenger agents, but it is not often that an outsider is honored with a glimpse at one of the confidential memoranda No. 42, for the exclusive use of those persons to whom it is sent.

No Passes for Those on the List. We betide the man or firm, so far as getting a pass is concerned, whose cognomen ornaments the pamphlet. His name is Dennis on every railroad in the country, unless he is restored in their good graces. The circular announces that several papers and individuals have made amends and are once more eligible to favors.

Each page in the pamphlet has four columns, giving respectively the name, residence, business and reasons why passes are refused. It certainly can't be pleasant for a man, if he knew it, to feel that his name was posted in the main offices of all the railroads in the United States, with some biting remark following it, as for example, "first-class fraud," "sold his pass," "passed it to another," which is a minor offense, but, nevertheless, not excused by managers; "rand through-out," "dead beat of the rankest kind," the editor doesn't mince words, "asks for passes under false pretenses," "sells non-transferable mileage," "loused his pass," "forged passes," "disposed of his annual pass," "no such paper," "no such railroad," makes out a list of officers and asks for names to be added, and a hundred other offenses of a similar character.

Freudians Also on the Frands. Clergymen are not exempt, and like other sinners, are found wanting. It would certainly make a preacher blush with shame to see his name and residence published with such remarks as "alter and loans one-half fare permit," "the greatest number of black sheep reared in Chicago," "Pittsburg has out, an alleged newspaper man, who is not known here in the profession, and another, whose name is forgotten, who lives in the city. In the newspaper list none of the great families of the country appear, but there is a formidable array of minor sheets, bogus and legitimate, whose editors must be found of acting as brokers.

An accent, in commenting on the subject, said: "It is the old story. People feel they have done a smart and righteous act if they beat a railroad out of their money, and they would think that it is the poor clerks and hard working employes who suffer. The man who walks away with two much change, or takes two tickets which were given him by mistake when he was entitled to one, doesn't stop to think that it is not the company that bears the burden of the mistake, but the agent. He is responsible for all shenanigans caused by his blunders, and it comes out of his salary at the end of the month."

DRESSING SHOP WINDOWS.

Not Everybody is Fitted by Nature to Do the Work—Designs Worked Out in Arranging Goods—First-Class Men Command High Salaries. "The window dresser has a difficult task to perform," said a Fifth avenue merchant yesterday. "He aims to make a fine showing, and to prevent the goods from becoming scorched by the sun. Every year we have goods damaged to the extent of a few thousand dollars in our windows. Fine brocades and silks easily fade and are spoiled. But it pays to have large windows and to keep them full of articles nicely arranged. It pays to change the goods often, as this gives variety and they are not likely to be damaged in a few days.

"In fixing up a window a dresser who understands his business will work along good lines. The goods in one side of a window, to be the most attractive, should have the same shape as those on the other side. Beauty of design is not obtained by throwing into the window a small section of the stock in a jumble. The dresser should have some figure in his mind, and aim to work it out in the arrangement of the goods. If this is accomplished, the public will stand and admire, and ten to one the majority will step inside and make a purchase.

"Good window dressers, or I might say men with efficient tastes, are scarce. I once knew a boy who acted more like a girl than a man. We used to make fun of him, because he spent his time in crocheting and making pretty knick-knacks. If a boy's necktie was disarranged there was a fellow who could put it up in an instant as if it were his own. He seemed to be a useless sort of a cuss, and even his mother wondered what would become of him. The girls didn't like him, for maidens admire manliness.

THEY WILL PROTEST.

Manufacturers Want the Employers' Liability Bill Defeated.

NO CONTROL OVER ACCIDENTS.

A Prolonged Lockout of Workmen at the Howard Glass Works.

SOME POPULAR SUPERSTITIONS.

A Drummer Who Got Rid of a Fine Opal Ring—Claimed It Brought Him Bad Luck—Hotel Guests Afraid of Rooms Numbered 13.

"People will be superstitious," said Clerk Bonnevill, musically, at the Anderson yesterday. "Three months ago a drummer came into the house wearing a fine opal ring which he paid \$100 for. To-day he returned minus the pretty band on his finger. It was the first thing I noticed about him. He claimed it had brought him bad luck, and he had sold it at the first opportunity presented.

"When he bought the ring, I joked him about the popular superstition that the opal is an unlucky stone. He started on a three months' trip, and he says he never did such a poor business. The beautiful stone is held responsible, but my friend has overlooked more potent causes like the money stringency and the lack of confidence manifested by business people generally. Now, we haven't a room numbered 13 in the house, but that reminds me of a little incident that occurred at the Denison when I was clerk there. The best room in the hotel, with bath, etc., on the second floor was No. 13. I assigned it to Madame Januscheck once, but when she saw the number she was afraid to stay in it. Booth didn't care, but occupied the room without complaint. I frequently find people who refused to take it.

"Well," said Uncle Jerry McKinnie, who was listening to the conversation, "you know Friday is considered an unlucky day, but I think they are all alike. My brother Henry built a boat once. It was laid on Friday, it was launched on a Friday, he made his maiden trip on that day and was burned on the following Friday. The cranks, of course, blamed the loss on the day. Why I remember what a time they had keeping skippers on the job of the boat when they found out that it was launched on this tabooed day. It was one of the noted lake boats. I don't make any difference between the days. One is the same as another to me."

A REMEDY FOR COLD FEET.

One Drummer Beats a Box of Cigars He Can Stand More Cold Than Another—The Second Was Born in Canada, and Won the Wager—How He Did It.

During the recent cold snap a drummer, who hadn't much to do and was in search of a novelty, beat a fellow traveler a box of cigars that he could stand more of the Arctic blasts than the other. The drummer was accepted, and to the surprise of his opponent, he beat himself on the pavement in front of the Duquesne Hotel. Pretty soon the one who made the offer complained of cold feet and commenced to shiver and shiver. The drummer, who was against the house, the other said nothing, but occasionally lifted a leg and pounded on the knee with his fist. Finally, after standing for an hour or so and seeing no signs of weakening in his opponent, he threw up the sponge, and was glad to escape with the loss of the cigars.

When both had surrounded several cocktails and were warmed up, the first drummer said to the second: "Didn't your feet pain like mine?" "No," was the reply. "But why did you lift your leg every few minutes and strike your knee?" "I don't keep my feet warm." "Well, that is queer." "Not at all," the other answered, "It is an old trick, but can be explained on scientific principles. I wasn't born in a cold country like Canada for nothing. You see when the feet become cold if you lift the limbs and strike the knees it makes the blood flow toward the ankles, and the feet soon get warm. It is a simple remedy, but hereafter try it when you bet cigars against me on such a wager."

COULDN'T OUTWIT DECK HANDS.

How They Stole Whisky With the Owner Sitting on the Barrel.

Every whisky dealer is familiar with the old trick of whisky thieves, who move a hoop on a barrel, bore a hole, draw the contents and refill the cask with water. The dealer is pushed back to his place, and the dealer is not until he visits his friends to a feast of old Bourbon or Gibson's best, when he discovers they have sat down to a drink of water.

A wholesale liquor man tells a good story illustrating this subject. An old saloon keeper in McKeesport bought his supplies in Pittsburg and had them shipped on the docks to that thriving village. The deck hands always recognize the stamp and the fascinating odor of the whisky, and generally managed, with the aid of an auger, to relieve the barrel of a few gallons during the short trip. The German got tired of the loss, and the next time he made a purchase he came to the city and went up on the boat, sitting on a barrel of fine liquor. The deck hands were not to be outwitted, and were careful to place the cask against some wicker work which divided the freight department from another section of the packet. The saloon keeper was very disgusted and finally called on the boat, still having made enough to live on comfortably for the balance of his days.

WATER IN STOCKS.

A Financial Man Gives Some Idea of the Amount of Liquid in Use.

"I think I am safe in saying," remarked a financial man yesterday, "that it will take the natural increase in wealth of the country for the next 20 years to offset the amount of water injected into the various enterprises that help to make Uncle Sam great. Somebody bound to suffer, but it is certainly his duty to get out of the water as early in the game, and leaves his companions to bear the brunt of the shock.

"For this reason I think a local iron man who has been saying that panics were blessings in disguise. Metaphorically they cleanse the financial skies like a flash of lightning by squeezing the water out of doctored concerns, but it is not done without hurt to the innocent. It is responsible for the pain. Trouble may be the result of natural laws, but it is surely not natural, which is another thing. Better make fewer speculative financial storms that are not needed and only reek in destruction."

INDUSTRIAL AND CAPITAL NOTES.

Pittsburg manufacturers are preparing to protest against the passage of the bill of D. R. Jones, now pending in the Legislature, commonly known as the "employers' liability bill."

A movement was started a few days ago among the largest and most prominent employers of labor, with a view of sending a protest to Harrisburg, and probably a committee to work against the bill. The remonstrance is now being circulated and signed by every one to whom it has been presented.

The section to which the objections are raised is as follows: "Be it enacted, that hereafter no person having any control or direction of the services of any employe, or having any supervision or inspection over any room or place where any employe works, or is to work, or having any control, supervision or inspection over the construction or operation of any machinery, engine, vehicle, shaft, slope, drifts, entries, gangways, railroad or plant connected with, or used in the business of the employer, shall not hereafter be deemed a co-employer of the employe, and shall be deemed the vice principal of the employer and for all injuries or loss of life suffered by any such employe while in the service of the employer which could have been avoided by the exercise of proper care by such vice principal, the employer shall be liable to the person so injured or in case of death to his or her legal representatives.

Where the Manufacturers Stand.

Chairman W. L. Abbott, of Carnegie, Phipps & Co., whose firm will join in the remonstrance, said when seen yesterday: "I scarcely believe it is necessary to send the protest, as I do not think the bill can be passed in its present shape. However, it is best to be on the safe side and show the Legislature just where the manufacturers stand. The bill has been introduced solely in the interests of the workmen, and while I admit that some accidents might be prevented, I think I am safe in saying that 90 per cent of the accidents in our works are due to the carelessness of the men themselves, and have occurred in ways that could not possibly have been foreseen or avoided.

As a matter of fact, the measure, by making the foreman a co-employer with the employer and make both responsible for these accidents. There can be nothing fair about holding a man responsible for something which he has no control or powers of foresight."

William H. Latsch, Secretary of the Pennsylvania Tube Works Company, who has been asked to sign the protest, said: "It is an outrage, and there is not a manufacturer or employer in the city, so far as I know, who will not join in the remonstrance. I do not think it is necessary to send a protest, but I will sign it as a matter of course. The bill has been introduced solely in the interests of the workmen, and while I admit that some accidents might be prevented, I think I am safe in saying that 90 per cent of the accidents in our works are due to the carelessness of the men themselves, and have occurred in ways that could not possibly have been foreseen or avoided.

Alex. Dempster, the coal operator, and a large employer of labor, said that operators are equally interested in the measure, but the manufacturers and will join in remonstrating against its passage. Roger Hardy and Thomas Wood will likely go to Harrisburg in the interests of the operators, and while there will also join in a word in behalf of the manufacturers.

B. C. C. Pittsburg Combination Clothing Company, corner Grant and Diamond streets, opposite the Court House.

CARS LYING IDLE.

How the Iron Shutdown and Coke Strike Is Affecting the Ironroads—Managers Look for a Trade Revival Inside of a Month.

Few people, except those on the inside, know how light the railroad traffic is at present. All of the roads have plenty of empty cars, and a visit to any of the local yards will show sidetracks filled with them. The lake junks are the worst sufferers from the Mahoning and Shenango shutdown and the coke strike to that extent, and the passenger business is about all that is left. The managers feel that the depression can't continue much longer, and they look for a revival in the next 20 days. The heavy stock of iron in the valleys caused by overproduction is gradually being reduced, and the furnace men think that by the middle of April or May they will be able to get out of the water. The Southern pig iron is as much of a menace as ever. Youngstown mills are even now buying the Southern product at from 50 to 75 cents in advance, and the can be so reduced their prices as long as the men refuse to work for less, and until a settlement is reached nothing is looked for from this source.

The pig iron makers still fall back on the railroads and hope to get some concessions from them. The lines have lost heavily in revenue, and are laying off men to reduce their operating expenses. The furnace operators claim that it is better to keep the rolling stock moving at lower rates than to have it corrode with rust on side tracks.

The Youngstown furnaces said yesterday: "The big Southern coal and land companies who make pig iron as a side issue don't realize a profit on this product, but they even the loss on iron by the burning in coal and the sales of land. Until this disturbing feature of their business is adjusted we can't hope to compete with them."

GLASSWORKERS LOCKED OUT.

Workmen at Duquesne Laid Off Because They Organized.

A strike of considerable importance, but one which has been little noticed, has been in progress at the Howard Glass Works, Duquesne, since November 1. About that time the employes of the place were organized into L. A. 300, and the firm issued orders that they must either give up the organization or their jobs. The men preferred the latter, and have been locked out ever since in consequence. The works are running, however, part of the time, employment being given to Italians and Hungarians, while the men who are locked out are Belgians.

WANT A FIRE BOAT.

Chief Brown Believes It Would Be a Good Implement of Safety.

OTHERS WHO FAVOR SUCH AN IDEA.

Evran Jones Says It Is Only a Matter of Time Until It Will Come.

HOW THE NEW YORK STEAMER WORKS.

At all hours yesterday large crowds gathered about the ruins of the Wednesday night fire, watching the men at work clearing away the debris of the once fine business structures. The dangerous walls have been removed, and the workmen are beginning to feel safe in their movements. The upper floors of the M. & M. insurance building and Robinson Bros' bank building have been cleared of rubbish, and the danger of forcing out the front walls was averted. To-day no work will be done, but fire lines will be put out to keep the public from getting into dangerous places.

The subject of the destructiveness of the fire is still a matter for discussion and yesterday numerous owners of large buildings stood on Wood street, and noting the difference in size of the Weldin building and many others in the city, wondered what would become of them if a fire in that building could not be controlled with the present fire engines. That there must be some improvements in fire fighting implements is admitted by everybody, but in what shape is yet only discussed by those more nearly interested.

Chief Brown Favors a Fire Boat.

While Chief Brown believes that the standpoint idea brought out by the underwriters is a good one, he still favors a fire boat and has for the past two years. Chief Evans is of the same mind and the two men who are expected to look after the safety of the city have dozens of suggestions. One of these is Evran Jones, who brings forward a number of logical arguments in favor of a fire boat, which, he says, must come in the course of time just as the same the police telegraph system did at it was fought so long ago.

Under the present system of fire management, when there is a fire in the heart of the city, a net work of hose is spread all over the streets, and fire lines are run to the scene of the conflagration, which would have thrown more water than all the steamers in the city combined. One hose through a stream from a 2 1/2 to 6 inch nozzle.

Advantages of the Fire Boat.

More powerful engines can be used on these boats than can be dragged about the city, and as a consequence more water can be thrown onto a fire. Mr. Jones says that the present system of fire fighting is entirely lower part of the city. It would be able to reach all the business portion as far up as the hump. Further up buildings will not be erected so high, and the present engine is not so efficient. The water from the large business blocks pay the big share of the taxes, and should, of course, be protected from fire.

A fire boat could be stationed at the Point, and move up either the Monongahela or Allegheny river to the most advantageous point from which to reach the fire. There are a number of points where the boat could be stationed, and it would give the South side mills the needed protection, while at present there is a continual cry on account of the shortage of water in that section of the city in case of fire.

It has also been suggested that such a boat would be alike advantageous to both Pittsburg and Allegheny, and as they have nearly an equal river frontage, the boat would be made a partnership concern to do duty on whichever side of the river necessity might dictate.

A Most Successful Experiment.

There is, of course, considerable argument advanced against the fire boat idea. It is declared by some to be inefficient, but the case of the New York boat proves contrary. At a recent fire it threw six streams of water varying from three and a half to six inches with all but irresistible power into the fire and it required but a short time to stop it. Walls were torn like paper and splintered boards fell in every direction, so great was the force of the stream.

The boat is called the New Yorker. It is built of iron and steel. Its length over all is 132 feet and 6 inches. The pumping machinery is of great power. It comprises two duplex direct-acting pumps. Each has two steam and two water cylinders. The former are 16 inches in diameter by 11 feet stroke. The water cylinders of the same stroke are 10 inches diameter. The working pressure allowed for the water cylinders is 200 pounds to the square inch, and the steam cylinders are 100 pounds per square inch. The pumps work 200 revolutions per minute, with the pumps working 2000 revolutions. The steam cost about \$100,000. At an unofficial test the speed made 15 knots, and the five-inch stream of water was thrown 200 feet. Water can be supplied one-half mile inland.

ANOTHER SPECIAL SALE.

The Greatest Bargains Ever Offered in Carpets for Ten Days Only. Beginning March 10, and continuing 10 days, we will sell 5,000 yards Ingrains at 30c, worth 45c; 5,000 yards Ingrains, better grade, at 40c, worth 60c. These are no remnants. We have full rolls of all styles. They are patterns which were not duplicated for spring trade. We will also continue the sale of the extra super Lowell Ingrains at 60c and 65c. These are worth 75c and 80c. EDWARD GROETZINGER, 627 and 629 Penn avenue.

A Recommendation From Tennessee.

It is more than likely that many of the readers of The Dispatch will agree with H. B. Wayne, of Whiteville, Tenn., in his opinion of Chamberlain's Cough Remedy. He says: "I take pleasure in recommending it to the public as being a medicine of great worth and merit. The manufacturers of Chamberlain's Cough Remedy certainly have been great benefactors to suffering humanity. One of the most valuable properties of this remedy is in its power of loosening a cold and freeing the system of any bad effects of the cold. For sale by druggists, wsu."

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Who Ever Heard of It Before?

We still have on hand a big lot of those boys' cassimere suits marked \$1 25 each, sizes 4 to 14, neat, tasty patterns, pleated or plain. It cost more than \$1 25 for the mere making of them. P. C. C. PITTSBURGH COMBINATION CLOTHING COMPANY, CORNER GRANT AND DIAMOND STREETS, OPPOSITE THE COURT HOUSE.

Are You Still Undecided?

Then solve your perplexity by choosing a house from the splendid lists in to-morrow's DISPATCH.

Announcement.

Any goods purchased at our special sale of clocks and brooms now going will be fully warranted and delivered free in any part of the two cities. AUGUST LOCH, Jeweler and Optician, 145 Federal street. TAUSSO

Do You Eat?

Within the past few weeks I have bought hundreds of barrels of sugar. You all know the scarcity and high price of that article now. Yet in the face of high price and scarcity I will give with all regular orders of ten (\$10) dollars and upward 4 lbs granulated sugar..... \$1 00 17 lbs standard A sugar..... 1 00 20 lbs California grapes..... 1 00 15 lbs boneless codfish..... 1 00 10 lb kit mackerel..... 1 00 7 lbs roasted coffee (fresh ground)..... 1 00 7 lbs choice evaporated apples..... 1 00 12 lbs sun dried apples..... 1 00 4 lbs chewing tobacco..... 1 00 3 lbs evaporated raspberries..... 1 00 4 lbs Weyman's tobacco..... 1 00 8 lbs white clover honey..... 1 00 24 lbs new codfish (whole)..... 1 00 30 bars soap (5 cents each)..... 1 00 7 lbs desiccated coconut..... 1 00 6-foot step ladder, complete..... 98 1 clothes horse (4 wings; 6 feet)..... 85 1 gallon New Orleans molasses..... 20 1 gallon glass oil can, tin-covered..... 25 4 lbs dried corn..... 9 50 Sugar-cured ham, per lb..... 9 1 can Libby's Lima beans..... 8 1 can genuine sugar corn..... 7 1 can pumpkin..... 7 1 can solid packed tomatoes..... 7 1 can peas..... 6 1 can string beans..... 6 1 can corn..... 6 1 package Johnny cake flour..... 6 Delivered to all parts of two cities. To parties living out of the city will pay freight on all orders of \$10 and upward. Send for price list.

J. H. WELDON, No. 201 Market street, Corner Second avenue, Pittsburg.

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Then solve your perplexity by choosing a house from the splendid lists in to-morrow's DISPATCH.

READ the amazingly low prices we quote on drygoods and carpets during this week, in another column.

J. H. KUNKEL & BRO.

READ Edward Groetzinger's advertisement on second page.

SOILED lace curtains just half price. JOHN P. KNABLE CO., 35 Fifth av.

EVERY visitor to our store to-morrow will be presented with a satin shamrock, with which to celebrate St. Patrick's Day.

GUSKY'S.

Very Easy For You

To select your future residence from those advertised in Monday's DISPATCH. Splendid lists are there for your information.

FURNITURE upholstered and packed.

HAUGH & KEENAN, 33 Water street, su

CASH paid for old gold and silver at Hauch's, No. 295 Fifth avenue. wsu

SPECIAL To Let advertisements will appear in THE DISPATCH to-morrow.

SEE our \$2 wrap jacket and shawl window. Anything in it? JOHN P. KNABLE CO., 35 Fifth av.

READ Edward Groetzinger's advertisement on second page.

USE O'Keefe's "OK" Shoe Blacking.

How to Prevent Pneumonia.

There is no danger of pneumonia following an attack of influenza when Chamberlain's Cough Remedy is taken as directed for a severe cold and care is used to avoid exposure. Fifty-cent bottles for sale by druggists. wsu



LAIRD'S FIRE SALE.

WATER DAMAGED FINE SHOES AND SLIPPERS. MANY ONLY SLIGHTLY SOILED. GREAT REDUCTIONS. ENTIRE STOCK.

Our new Wood st. Retail Store was completely flooded during the late fire in adjoining buildings. Will REOPEN for business MONDAY at 9 A. M. All water-soaked or slightly soiled shoes at special bargain prices. Also special extra bargain sale at our Market st. stores all this week. All choice goods and warranted to give entire satisfaction.

LAIRD'S SHOE STORES.

438 WOOD ST. Wholesale Store, 515 Wood st MARKET STREET. 406, 408, 410

FREE OF COST A HOME! A HOME! DO YOU WANT IT?

It won't cost you anything, and we mean exactly what we say, in announcing that FOUR building lots will be given away FREE OF COST to the persons sending us the names we are asking for.

HERE'S WHAT YOU GET.

\$750 worth of lots, located at Sheridan Station, on the Panhandle Railroad, 4 1/2 miles from Union Depot. 36 trains a day. About a 5-cent monthly fare. Sheridan is already a town, and our large tract of land is a part of it. 5 minutes' walk brings you to the center of our plan. We have CHURCHES, SCHOOL, FUEL GAS, CHURCH TRAINS and THEATER TRAINS. Our improvements will be first-class. STREETS THOROUGHLY GRADED. STONE and BOARDWALKS on all streets. TREES planted on all streets. We have not fixed the prices yet, but our method of selling will bring this property within reach of all. A \$400 lot will only cost \$2 DOWN and \$2 A WEEK. We PAY your TAXES and charge NO INTEREST on back payments. We will INSURE YOUR LIFE, without charge, for the value of your lot. We furnish YEARLY TRANSPORTATION to residents. You can readily see that this new town must succeed.

Here's How You Get It.

We want every man, woman and child in Western Pennsylvania (any locality will be accepted) to send us a name for this new suburb within the next 20 days. Every person will be entitled to one name only. Each name received will be registered. The list will be closed on the evening of April 4, 1891. On the morning of April 6, 1891, a committee will be appointed to SELECT A NAME from this list. They will not know the names of senders. The person sending us the name selected will be presented with a DEED FREE OF COST for any \$400 lot they may choose in this new town.

THREE OTHER NAMES DRAW PRIZES!

Other names will be selected from the LIST FOR STREETS. The first selected will be entitled to a DEED FREE OF COST for one of our \$200 LOTS. The second will be entitled to one of our best \$100 LOTS; the third to one of our best \$50 LOTS. In case of more than one person sending names so selected, the tie will be decided by casting of lots. A separate committee will be appointed for that purpose. Get out your Geographies, Postoffice Guides, etc., and send us a name for every member of your family. Write all names in full (if a minor state age), and write plainly, as we expect to handle thousands of names, and want to do justice to all. Do not use fictitious names or addresses, as we will not give a deed to any person so doing. We will abide by the names selected by the committee, and the names of the fortunate prize winners will be published in our spring advertisement, Sunday, April 12, 1891. We are receiving hundreds of names every day, but the selection will not be made until the morning of April 6, 1891. Don't wait until the last minute. By sending it at once you will greatly oblige us.