To Connect Interior Rivers With the Lakes Compared With

THE PENNSYLVANIA PLAN.

Superiority of the Beaver-Conneaut Route Demonstrated.

WHAT A SHIP CANAL SHOULD BE.

A Map That Can Be Profitably Studied by Patrons of Commerce.

SOME OLD-FOGY IDEAS CONTROVERTED

WEITTEN FOR THE DISPATCE.1

Considering the immensity of our country, and referring more particularly to the regions of the interior embraced in the basin of the Mississippl, there are but few localities where ship canals are feasible and fewer still where there is a traffic of the kind usually transported on canals in volume sufficient to warrant their construction. We are, therefore, in danger of witnessing a papular "eraze" on the subject of ship canals, and in this connection it is proper enough to distinguish between ordinary camule and ship canals. An ordinary canal, such as those undertaken in this State and in Ohio in the first half of this century, had an available depth of only four feet of water, the locks being about 90 feet long by 12 to 15 /cet wide, passing boats of 65 tons. The Union canal of Pennsylvania was in 1825 constructed with locks only 814 feet wide by 70 feet long, passing boats of about 40 tons capacity, and a number of the early English canals were built of the same lim-

We had a 65-ton boat canal in this State connecting the Ohio with Lake Eric (and, penrly built and insignificant as it was, it paid well up to the very day it was sold out to the railreads), and from Pittsburg via the Allegheny and Kiskiminetas rivers to Johnstown the Western Pennsylvania Canal of the same size extended. At Johnstown it was connected by the Portage sallroad with the Eastern division, extending down the Juniati from Hollidaysburg, There were similar canals in the valley of the Susquehanna, the Lehigh, the Schuvlill and elsewhere, but most of them were ar are sold by the State to the rival railorporations. In New York, however, where a different policy maintained, the efflarged, and it now passes boats of he State revenues amounting to th more than its cost, and it has been it conlarged in the near future, its nine augmenting with the lapse of time It is the nearest approach to a

canal cannot be properly designated a canal which will not accommodate at at the smaller vessels that can ply profitupon the waters of our great lakessien feet deapelit.

With propositions looking to an increase of depth beyond ten feet there usually for the supply of their summit vessels, the business being high with steamers drawing from 12 et, with capacity ranging from 1,200 2 200 tons, the difficulties have vastly inreased in regard to water supply for canals of the requisite expacity for the passage of such vessels, and hence it is that the regions where modern ship canals are physically treable are restricted to a very few A careful study of the rim, or dividing re-

on, separating the waters of the Mississipple different lakes, will disclose the fact hat there are but two points where the nateral conditions are favorable for the contruction of large canals connecting them. oints is at Chicago, where it is omparatively easy work to make a capal og the waters of Lake Michigan into a Illinois river. Unfortunately, it is one difficult to show that the commerce ough it, even it constructed, would be From the town of Hennepin, on the ois, by a series of locks of about 250 aggregate lift it is possible to cross from te river named to the Mississippi at Rock This is the Hennepin canal proper annex of the Illinois and Lake Michiamboat rather than a ship canal, for it sould be not to exceed nine feet in depth, dithough quite wide and of almost unlimited ity. Its western connections rould be the Mississippi and the Missouri rivers, and it is thought that steamboats ould annually gather up in the northwest and take to Chicago 2,000,000 tons of agricultural produce. A great extent of country ar to the north and far to the south of the catern extremity of the canal would have

The New and the Old Routes The other point where it is possible to obin practically an unlimited water supply or canals connecting the lakes and our inrior rivers is the one now in the hands of Pennsylvania Ship Canal Commission. whose report has been recently made and ordered to be printed by the Legislature, with the accompanying maps. The length of the proposed canal is only 130.4 uties, from Pittsburg to Conneaut harbor on

printion for this project.

It has been proposed, heretofore, to connect the Ohio and Lake Erie by an enlargement of the Miami Canal extending from scionati to Toledo and also via the gress in 1880. The act authorized surveys canals of the size of the Erie Canal of United States Engineer in charge of the surveys, estimated the cost of the Wabash Canal enlargement from Toledo to Lafavette There were 54 double locks Fairport. oth a total lockage of 448 feet, the summit eing 190 feet above Lake Erie, reached by foresaid. But as Lafayette is just about 00 feet above the Ohio at the mouth if the Wabash, and fully 250 miles stant, at least 25 locks and dams would as to warrant construction upon ship canal have been required to extend a permanent seven feet anvigation to the Ohio, which rould have brought the total cost to at least The length of the Wabash reute is fully 490 miles longer than the Beaver-Conneaut route between the lake and the Ohio river. It is not conceivable that a ship canal on such an indirect route would prove of any but local advantage. The principal articles of Ohio river commerce in great demand on the lakes are by a series of 25 locks. A study of the apriver too low down to be of much henefit to such commodities, and but little iron ore missioners, will disclose trade could be expected in return.

Still Another Lake Outlet.



Map Showing Canal Routes Connecting the Internal River System

Miami river to Cincinnati for the same sized canal with double locks. The elevation of its summit above Lake Erie is 370 feet; descent from the summit to the Ohio 512 feet; total aggregate lockage, 882 feet.
The estimated cost was \$28,557,173; its length is 238 miles. This is probably as large a canal as will ever be built to the lakes from Cincinnati, and experience demonstrates in France and in New York that railroad competition cannot destroy the utility of such sixed canals.

Small canals have also been projected from the Ohio at Portsmouth to Lorain time expactity, its present available Harbor-west of Cleveland-a distance of oth being seven icet. The Eric canal recanal, extending to Cleveland, 312 miles long, is still in existence. On the Lorain route, or cut-off, the lockage would have been about 1,069 feet, while on the Cieveland route it is about 1,130 feet, as compared and its proved success in cheapening trans- with 759.8 feet on the Beaver route, which route is considerably less than half that of allow. It is the hearest approach to a countries can all which we have in the countries any of those named, and it besides possesses and the possesses are possesses and the possesses are possesses and the possesses and the possesses and the possesses and the possesses are possesses are possesses and the possesses are possesses and the possesses are possesses are possesses are possesses and the possesses are possesses are possesses are possesses and the possesses are while so far as prospective business is concerned, no rival project in the country can be compared with it.

Of the intermediate routes connecting the Ohio river with Lake Erie reference may be made to the Muskingum river, which has been improved for navigation and recently river steamers ply upon this river As the commerce of the lakes has Zanesville, and at Dresden a connection is rows to vast proportions, far exceeding in | made with the Obio canal before mentioned extending from Portsmouth to Cleveland. Muskingum. This route is more than 60 miles shorter than the route of the old cana, from Portsmouth, and avoids the passage o the summit separating the waters Sciota and Muskingum southwest of Dresden crossed by the Portsmouth canal, though it still remains 150 miles longer than the Beaver-Conneaut route, between the Ohio and Lake Erie, and with much more

One of the Abandoned Projects. In 1846-7 a small canal was built from Wellsville via the Little Beaver river due west to the Sandy and down that stream to a connection with the Portsmouth and Cleve-land canal. It was abandoned soon after construction. The Sandy and Beaver intermediate summit being deficient in a water supply will probably rule out this route to

the lakes for all time.

There remains a possible rival to the Beaver-Conneaut route which should receive your readers thoughtful attention. refer now to the route from the Beaver river below New Castle via the Mahoning river and Warren Summit to Fairport harbor on The report of the Pennsylvania Ship Canal Commission discusses its merits, Its advocates propose a and although the summit near Warren about 80 feet lower than that on the adopted route the canal would be from 12 to 15 miles longer than the latter. The chief objection urged against it is the difficulty of supplying its summit level in volume sufficient for a ship canal by means of feeders or conduits extending from within the limits of this State, a distance of 35 to 40 miles from Conneaut lake, one of the chief reservoirs proposed for the Beaver-Conneaut route, and from which it is disto be gleaned to produce such a traffic. tant about 12 miles. To do this on the ngress has already made the first appro-Warren route would effectually drain the head-waters of the Shenango, which would forbid, therefore, any branch canal from the mouth of the Mahouing up the Shenango to New Castle, Sharon, Sharpsville, etc., in which places there are now 21 blast furnaces numerous rolling mills, etc. Whereas the Beaver-Shenango-Conneaut route leaves the waters intact for the supply of a branch canal to Youngstown, and which branch

would undoubtedly be built.

The Best Harbor Selected. Commercial reasons only of the gravest importance should weigh against the location of the proposed ship canal on the best route. But when these are so manifest as they are in this instance, and particularly when the lower summit involves a compli-Wabash river to Toledo, and surveys of cated system of water supply—one almost both routes were authorized by set of Conbeing many precedents for action for such diversion of waters—and, moreover, as its inew York, viz: 7 seet depth with double creased length fairly balances the time saved by a reduction of lockage, the Canal Commission felt compelled to pronounce against the Warren route. The natural capabilities of Conneaut harbor are also considered to be superior to those offered at

Thus in a cursory manner we have glanced over all the territory where con-23 locks, leaving a descent of 258 feet in-volving 31 double locks to Lafayette as at all practicable—and have shown that of them all two only, viz : the Chicago and the Beaver-Conneaut route, combine commercial merits and feasibility in such a degree

> As designed the canal from Pittsburg to Lake Erie will have a bottom width of 100 feet and at the surface 152 feet, and 15 feet depth of water. It will be provided with locks having an available length of 300 feet by 45 feet in width, being of the same length but rather larger than the grand locks of the truly magnificent Welland Canal in On-tario, connecting Lakes Erie and Cutario

Some Interesting Features regarding the proposed canal. Thus

for instance, from the Monongahela river destined for New Castle, when it reaches Davis Island dam, will, with one lift of six teet, pass into the canal and not encounter Beaver waters, making an acceptable contribution to the low water flow over the shoals in the Ohio below Davis Island dam. To New Castle, 51.4 miles, there will be only eight lockages from Pittsburg, and allowing 15 minutes' detention at each lock, which is more than would be required for so small a vessel, two hours' time would be lost. Allowing four miles an hour in the canal and seven miles in the Ohio and Beaver rivers for rate of progress, and allowing for time spent in locks, the steamer would reach New Castle in 111/4 hours. Larger vessels drawing the allowable maximum depth of 14 feet would probably require an hour more to New Castle.

It will be observed that the summit level is 20 miles long, the water supply coming from Conneaut and Pymatuning lakes and from reservoirs to the east of the caual on heads of the Shenango, Watson's creek, Conneaut creek, etc. This long summit level is one of the most characteristic features "overhauled" by the United States Govern-ment from Marietta at its mouth via Zanes-ville to Dresden, 91 miles. A small class equilibrium of depth about the summit. It part of the route on air line distance. In fact, the entire route varies but little from an air line from Pittsburg-for even the Ohio starts off from Pittsburg as though destined for Lake Erie-in a northwest course. Pittsburg by this canal will be nearer in sailing distance to Duluth, Marquette and Chicago than is Buffalo. It will be observed on th map that via the Welland ship canal (15 feet deep) Pittsburg coal vessels can reach Toronto and other ports on Lake On-

Table of Elevations and Canal Distance

Northwestern cities.

tario almost as readily as they can the

		or in ca-	n Pitte'g
Pittsburg	0,0	699.29	0
Rochester		705.8	1
New Brighton	30.4	705.3	2
Beaver Falls	32.4	715.6	3
Rock Point	40.1	789 0	4
Wampum	42.9	755.0	5
New Castle	51.4	790.0	8
Middlesex	66.4	823.5	12
Sharon	72.4	856.5	14
Sharpsville	75.9	866.0	16
Head of Shenango naviga'n.	79.6	876.0	17
Transfer	81.9	976.0	22
Greenville,	87.6	984.0	23
8. End of Summit	98.5	1016.0	25
N. End of Summit	118.5	1016.0	26
Conneaut Harbor	180.4	572.89	51

A feature of great practical importance in connection with this grand project is the fact that of the total 130.4 miles, four miles upon the Ohio and 52.2 miles upon the Beaver and Shenango has already been practically excavated by nature and that only 74.2 miles of full canal construction is re quired. At only one point is it proposed to excavate as much as 20 feet above water surface, and by far the greater portion of the excavation can be accomplished by dredging and excavating machines. PITTSBURG, April 21.

Cold and moisture combined have a torporising effect upon the bodily organs, and the digestive and secretive processes are apt to be more tardily performed in winter than in the fall. The same is true, also, of the excretory functions. The bowels are often sluggish, and the pores of the skin throw off but little waste matter at this season. The system, therefore, requires opening up a little, and also purifying and regulating, and the safest, surest and most thorough tonic and alterative that can be used for these purposes is Hostetter's Stomach Bitters. Persons who wish to escape the rheunatic twinges, the dyspeptic agonies, the painful disturbances of the bowels, the bilious attacks and the nervous visitations so common at this time of the year, will do well to reinforce their systems with this renowned vegetable stomachic and invigorant. It improves the appetite, strengthens the stomach, cheers the spirits and renovates the whole physique. Protect Your Health.

A Record Breaker. The men's suits we are selling for \$7 beat anything ever offered in this country. Think of it. Fine light and dark-colored cheviot or cassimere suits, cut and made in

the best of style, either in sack or stylish cutaways, at \$7. For choice, we also include the famous black cheviot suits. All go to day for \$7. Don't hesitate one moment, but come direct to us for a new suit. CLOTHING COMPANY, corner Grant and Diamond streets, opp. the Court House.

Matrons' Comfort. Hand turn glove kid Congress gaiters at \$1. Hand turn glazed kid Congress gaiters at \$1 25. Hand turn glazed kid lace gaiters Hand turn glove kid slippers at \$1. Honest and popular goods. Give them a trial at G. D. Simen's, 78 Ohio street, Allegheny, Pa.

ALL

keep Iron City beer. Try it.

The Feople's Store, Fifth Avenue. See our new India silks at 50c and 75c. The other route from Toledo was via the | steam barge, carrying say 1,000 tons of coke, | They are beauties. CAMPBELL & DICK | 71 Park way.

#### GREETED WITH CHEERS,

Dr. Holland Formally Installed as Chancellor of Western University - Mayor Gourley Administers the Oath-Rev. J. Crocker White Predicts a Brilliant

Dr. Holland was formally installed, yesterday morning, as the successor of Chaucellor Goff, of the Western University. The ceremony was performed at 10:30, in the presence of the entire body of students and many invited guests. Three rousing cheers greeted the new Chancellor from the college boys as he entered the chapel. The singing of the hymn, "Lord, We Come Before Thee Now," opened the exercises. A prayer was then offered by the Rt. Rev. Courtlandt Whitehead, Bishop of the Pitteburg Diocese. Following was an address by Rev. J. Crockar White, of St. Andrew's P. E. Church, Ninth street, in the course of which he said. which he said:

"We count this a most important day in the history of the Western University, be-cause we now put in charge one who will not be faithless to his trust, one who has been inquired about and selected for his attainments, one who has had long experience in wide and different fields of life. With the experience of his past years he combines the courage of years to come. \* \* \* And to all my words my brethren of the Board of

Trustees say amen."
The address was applauded to the echo. but a dead silence followed when Mayor H. I. Gourley, of Pittsburg, who is also an ex-officio member of the board, rose and ad-ministered the oath of office. Chancellor Holland then made a few informal remarks to the boys. He told them that the honor of the university was in the hands of the alumni and the under-graduates. He also said he felt the honor of the position more because it came from his own townspeople His formal address is reserved for the June

Profs. Carboot and Matthew Riddle each made short addresses as representatives o the faculty. The latter gentleman alluded with pride to the fact that his father had made the opening address at the old University building on Duquesne way in 1846. Other addresses were given by Bishop Whitehead, Mayor Gourley and Mayor Wyman, after which the ceremony was closed by singing the doxology.

A TERRIBLE BUTCHERY.

The Murderous Work of an Italian on the Family of His Wife.

NEW YORK, April 20.-In Hoboken, at about 1:15 o'clock this morning, Angelo Gabolth, 35 years old, of New York, murdered his mother-in-law, dangerously stabbed his father-in-law and was then killed by Coquito Chincella, a son of the murdered woman. A general fight followed, in which Gabolth's wife was stabbed and also her brother. Antonio Chincella, his wife and their sons Coquito and Anselmo, aged 18 and 20 years respectively, lived in three rooms. The Chincellas daughter and ner husband, Angelo Gabolth, were visiting the Chincellas last night, Gabotth was a shiftless fellow of evil disposition. Mrs. Chincella had saved up some money, and there is no doubt that Gabolth knew about this and wanted it.

Gabolth's wife sleeping with her mother made no sign or motion, remaining perfectly quiet. The blood from her wounds ran over her, but still she did not stir. It seems, therefore, that she was well aware of what her husband was doing, and it looks as if she were a party to the plot to murder her own mother.

HELD FOR RAISING BILLS.

Iwo McKeesporters Who Made Too Much Money for Themselves.

John A. Musgrave and George Smith, of McKeesport, were given a hearing before United States Commissioner Gamble yesterday on the charge of raising a \$1 silver certificate to a \$5 silver certificate. The information against the men was made by United States Detective McSweeney. It was stated that a "raised" certificate had been given to Detective McSweeney and he traced it back to a man named Wilson, who had received it from Musgrave. The latter and Smith, his companion, were arrested and a search made of their rooms. In Musgrave's room were found rubber stamps with the figures five and ten on them, and an acid for the purpose of removing the figures from the bills. Smith, it was alleged, was the associate of Musgrave in the business. Both men were held for court in the sum of \$2,000 bail

New 'Squires' Commissions Ready. The commissions for 48 of the aldermen and justices of the peace elected in February have arrived at the Recorder's office and are now ready to be issued to the new 'Squires.

CORNS positively cured with Daisy Corn edv. Sold everywhere. 15 cents.

TTS

### GETTING UP SPEED.

The License Court Judges Cover a Big Stretch of Territory.

HEARING TOWNSHIP APPLICANTS.

A Man Who Ubjected to His Daughter's Choice of a Husband.

JUDGE WHITE WON'T BE TRIFLED WITH

The License Court got a great move on vesterday. It was the first call for the lownships, and during the day 69 applicants were heard, which took the court from Baldwin township up to and part way through Lower St. Clair township. The country applicants are somewhat tedious, and their exmination is anything but Interesting. The Court is fortified with each man's record, and a pretty close watch seems to have been kept on those who have had licenses during the past year.

August Ahlborn was the first applicant. He comes from Baldwin township, has a license and was O. K. Peter Bemarding | hibitory. has applied every year and has been just as religiously knocked out. Peter Eisenbeis was a car painter with a defective petition. William Frayney had a license and got through easily. William Holt had a defective petition. John Gustav is a miner and was prosecuted for selling itlegally. E. F. Oluhausen had a transfer license. Annie Pastorius was refused last year because a dancing hall was an objection to her place. Charles Reiche had a license and obeyed

Didn't Like Her Intended.

Valentine Kindfusz was accused of turning his daughter out. He said it was an dopted daughter and she wanted to marry an objectionable man. Peter Schwartz and Christian Schmidt were run through quickly. Peter Trost and Peter Trenhauser both had license and obeyed the law. Michael Varner was a fine looking old man who made a good record. Gottlieb Vorsch had a license and a good record. William Wolf and Sebastian Wagner had both been prosecuted for illegal selling but were discharged by 'Squire Oeffner. William Young had a icense and got off easily.

to the business. Charles Kettner was a laborer and was refused last year. Samuel McCartney has been running a restaurant, William Rose was a new applicant with a new house. Thomas Seymour has a license and only trusted an occasional farmer. Henry Schmelz was a brewer, but wants to quit that on account of ill health.

Collier township was next. Patrick Feeney and Abe Hale both had licenses and had no trouble. John Storch and Louis Weinman both were refused last hear.

The After-Dinner Seance. James McGrogan, Collins township, was the first afternoon applicant. He was an old soldier, having left a leg at Malvern Hill, and beside this had a bad attack of the grip. Henry Householder, Forward town-ship, had to face protests from four churches against the applicant, and against which he had a petition signed by 420 persons asking that he be licensed.

A. J. Kellar was from "Hell's Half

Acre," and had formerly kept a saloon there for ten years. Judge White-This place got its name because of the very bad character of its houses and of its residents.

J. O. Thompson, Forward township, had a little tilt with Mr. Christy, as the latter claimed that the applicant was irresponsi-ble and wouldn't pay his debts. Samuel McCutcheon was the only applicant from Hampton township. He runs the Eleven-Mile House. Judge White stated that he had a petition from the best citizens in the township begging him not to grant a license up there. Mr. Christy accused the applicant of having liquor at the polls recently in order to help elect him supervisor. The applicant denied this, and said he didn't need to turnish any liquor for votes; he was strong enough without that.

Thomas Hulings, Harmar township, admitted to not having lived with his wife for 30 years. The applicant's petition was defective. Joseph A. Shaul, Harmer township, was a heavy-weight applicant who was given rather a severe examination. Hearing I. rrison Township Applicants.

Nicholas Allmver was the first Harrison ownship applicant. He is a driver for the Bauerlein brewery, and rented his place to a club where beer was furnished. He also delivered beer to places not licensed. Joseph Bude, of Township road, was sued during the year for selling on Sunday, but said it was spite work, as he didn't sell any. Stephen Conwell and Henry Smith, corner of Cherry and Breckenridge avenues, were refused for the past two years.

Judge White-A little game of poker has been going on in this house.

Mr. Smith—No, sir; there has not been card played in the house. White-What's been going on

Mr. Smith-A eigar store and restaurant. Judge White-Oh, a restaurant, ch! Now, what kind of a restaurant?

Mr. Smith-I don't know how many

Judge White-And yet you swear that's

Mr. Christy-Do you know a man named Mr. Conwell-Yes, sir. He was next door;

re rent to him. Mr. Christy-And he runs a poker room? Mr. Conwell-Yes; I believe he does. Judge White grew very angry at this and claimed that the applicants tried to deceive

the Court. Moses Dean, North Canal street, has had liceuse and claimed to have obeyed the Mr. Christy went after the applicant

about a man named James Graham, who dropped dead in front of his saloon, and for which there is a suit for damages pending against the applicant, Mr. Dean denied elling any liquor to the man. A Widow With Perseverance.

Minnie Grau, Chestnut street, is a widow and owns the property she applies for. She has been refused a license three times, and has been making a living out of selling soft drinks. Michael Hammer, North Canal street, has had a license during the year, and thought he obeyed the law. John W Hyer, Vine street, runs the Central Hotel, for which he wants a renewal of the licet.se held this year. George Hagele, North Canal street, also had a license and obeyed the law, not doing any trusting. Rone Hengi, West Locust street, was another man with a license, and did no trusting. Atbert C. Keppler, North Canal street, 18 grocer, and was given quite a lengthy ex-amination. Gottlieb Kunnert, corner of Garfield street and Center alley, has been refused for three years, and thinks he should be granted this year because he has improved his house by the addition of six new rooms. Isaac H. Kuhn, Avenue street, has also been refused for two years. The applicant's petition was defective, and the Court would not hear him. Casper Schrade, corner of Mile lane and Sherman street, is a driver for the Iron City Brewing Company, and has a conditional lease on the house h applies for. George Snyder, Breckenridge avenue,

keeps a restaurant. Judge White—I guess your restaurant is something like it is spelled—restarant. That's a new word on me. There was some card playing in your house?

it out I stopped it. Too Much Competition. John H. Thomas, corner of Breckenridge TWENTY THOUSAND shades at a price, at Welty's, 120 Federal street, 65, 67, 69 and into the retail because he thinks there are save your dollar at G. D. Simen's, 78 Ohio too many wholesalers in the township. His | street, Allegheny, Pa.

Mr. Snyder-Yes, sir, and when I found

receipts last year amounted to \$7,000. Some

beer was drank on the premises, the cus-tomers taking it out into the back yard, The applicant also admitted to having been prosecuted for weighing beer and selling we pounds for a quart.

Judge White-That's unusual. I never

heard of weighing beer.

Mr. Thomas—Well, I had no way of telling a quart and adopted the plan of weighommending even an approximate appropri-ation for those specific purposes. The only pertinence of the statement is the showing that by the combination of the plan as pro-

ing a quart and adopted the plan of weighing it, thinking I was not breaking the law.

Frank Wolff, Jr., corner of Vine and Maple streets, has been on the black list for three years. John H. Wilson, North Canal street, has had a wholesale license for the past year, and said he wouldn't have such a license again if it was made a present to him. The reason of this was that a man was continually in hot water, not knowing whether he was complying with the law or not. The applicant did not bottle any beer, but did sell in buckets.

William Hartz was first of the three applicants from Indiana township, and was accused of drinking too much, but denied this

cused of drinking too much, but denied this and stated that his place was run in accordance with the law. The applicant's actor-ney wanted to call some character witnesses, but the Court wouldn't allow this. Will-iam B. King, Kittanning road, also has a license and accommodates about ten persons daily with meals, Frank Shopene, Three Degree road, has been refused twice. The only applicant from Jefferson town-ship was Richard Owens, whose application

was withdrawn, as the district was pro-

Applicants From Lower St. Clair. Michael Augustine, 49 Brownsville road,

ed the list from Lower St. Clair township. His house contains 14 rooms and he has 14 of a family. He also has a pool table and a restaurant with a soft drink attachment. William Balmer, Becks Run road, had a license, did not sell to minors, on Sunday or election day. Peter Burr, Arlington ave-nue, is a new applicant under the Brooks W. J. Brennen, Esq., asked permission of

the Court to have the application of James S. Scott, of the Fifth ward, Pittsburg, heard. Mr. Scott has been seriously ill, and this morning had to be assisted to the front of the bench. Judge White said the Court had made a ruling on these questions, and while it may be a case of misfortune Mr. Scott's case would have to go over till next year. Judge Magee said:
"If the applicant was licensed now the

ruling might be different."

Court here adjourned for the day.

CALLED IN THE COURT To Settle a Little Difference Between Bor-

ough and Township. A bill in equity was filed yesterday by Chartiers township was next. Richard Cooney is a barkeeper and unmarried, which Judge White thought was an objection. John King is a carpenter and new election district of Chartiers township. The March 3, 1891, and was formerly the Third election district of Chartiers township. The suit is brought to compel the township to discover and account for all unpaid taxes, indebtedness and moneys owing the town-ship on March 3, and all unappropriated moneys on hand and belonging to it, and for all indebtedness owing by the township and to whom on that date.

It is then desired that the court ascertain

the proportionate share of the borough in the assets and liabilities of the township, and settle the respective rights and duties o each in the matter.

To-Day's	Audit List.
Estate of	Accountant.
Mary Mueller	W. A. Holman.
James McAdams	James Donaldson.
Annie E. Kerr	T. J. McKalip.
Wm. L. Shireman	George F. Ewens.
John T. Mullen Magdalena M Schank	D. McKelvey.
John, B. Dolde	Lizzie Dolde.
Richard Morrow	T. M. Morrow et al.
Eva Mertz	John Mer:z.
Sarah Blaze	Joseph Blaze.
James Campbell	Fredericka McIntosh.
J. H. Dooble	Peter Dooble
Catharine Krill	Adam Krill et al.
Mary E. Wright	R. W. Wright.
Margaret Walsh	T. J. Walsh.

To-Day's Trial Lists. Common Pleas Court No. 1-Wilson Evans et al: McGraw vs Robinson; Gallagher vs Black; Bossund vs Hubbard et al; Stein brunner vs Pittsburg and Western Railway Heber: Thompson vs Gulick & Co.: Caren vs same; Willey vs Spencer et al; Whalen vs Duffy et al; Mott vs Barnes, receiver; Hyams vs.

Woog.
Common Pleas Court No. 2—McMinn vs Pitts-burg, McKeesport and Yonghiogheny Raliroad Company; Marlow vs Martin; National Artistic Hair Works vs Benedictine Sisters; Kutz vs Kramer, administrator.

Notes from the Courts. A VERDICT for the defendant was given yesterday in the case of Samuel Musgrave against Descalz: Bros., an action for rent.

JOSEPH EICHBAUM & Co. yesterday entered suit against Holmes & Arnold, the former pro-prietors of the Monongahela House, for \$579 for stationery and printing. THE executions issued yesterday were: J. T. Johnson & Co. vs F. Taylor & Brother, \$735; Chambers & Coale, for use of the Pittsburg Hank of Commerce, vs F. Taylor & Brother, \$361 43.

THE suit of Paul Malgart against the Phila delphia Company, an action for damages for injuries caused by an explosion of gas on Thirty-eighth street, is on trial before Judge Ewing. INTERVENING libels for supplies furnished

and work performed were filed in the United States Court yesterday against the barge City of Pittsburg, by the steamer Delta, Lindsay & Co. and Polk, Haberman & Co. In the United States Court yesterday an o

der was made directing an attachment to be issued for A. F. Baum for falling to appear at hearing before Register Smith, in proceeding in the matter of Baum's bankruptcy. AN order was made in the United State Court yesterday, postponing the case of S. T.

Perley and J. P. Blake, of Eric charged with presenting a false claim to a United States officer, until the October term of court. In the suit of John Mulvaney against the Pennsylvania Incline Company, an action for damages for injuries received by falling into a pit at the station of the defendant company, a verdict was given, yesterday, for \$575 for the

THE suit of Mrs. Catharine M. Neel against her husband, Jordon S. Neel, is on trial before Judge Siagle. The case is an action for divorce from bed and board. Infidelity is the charge made. The couple are both over 60 years of age and have been married over 40 years. They have children grown up and married.

FILLING THE CHANNEL.

Suit Against the Exposition Society for Infringing Upon the Wharf-Uncle Sam Brings Action-An Injunction Upon Chief Bigelow Asked For. United States District Attorney Lyon yes-

erday filed a bill in equity in the United States Circuit Court, in behall of the Government, against the Western Pennsylvania Exposition Society. The suit is to restrain the society from intringing on the wharf. It is stated that in 1889 the defendant erected buildings on the bank of the Allegheny river and filled in the bank from Third street to 50 feet north of the Union bridge and from 200 to 250 feet in width. The effect of the filling is to divert the channel, lessen its depth and drive vessels further out in the river. The court is asked to decree the filling a public nuisance, restrain them from doing any more filling and com-pel them to remove what has been made. A bill was also filed against the city of Pittsburg and E. M. Bigelow to prevent further filling on the wharf from Third street to above Fourth street. The Court fixed April 24 for a hearing in the cases. The managers of the Exposition were seen, but declined to talk beyond saying that they had already announced their posi-tion in the matter, and that their side of the

case would be set forth at length in their answer to the spit. Chief Bigelow was not at his office vesterday afternoon, and therefore could not be interviewed.

A Big Racket! Competitors are making a big racket over

### PLACED IN THE PARK.

Continued from Ninth page.

posed, much more is attained than if these sums were divided among separate build-

tion of the committee may require a plea in extenuation of the importance of the de-

recommends the location of the reference library, auditorium, art galleries and mu-seum on the entrance of Schenley Park at

THE REPORT APPROVED.

Premiums Offered Architects for the Best

Park-\$300,000 for District Libraries.

The Board of Trustees of the Carnegie

Library met yesterday afternoon in the

After hearing it read Mr. Pitcairn made

office of Carnegie Bros. & Co. and heard the

report of the Building Committee.

Designs-The Main Building to Get

\$700,000 and Be Located at Schenley

an estimated total or \$700,000.

lery and museum be located at the entrance of Schenley Park in a connected group of buildings at a cost not to exceed \$700,000. This was carried. The Building Committee was authorised to proceed at once to obtain detailed designs, plans and specifications. The committee was further authorized to use a sum not exceeding \$15,000 in premiums for a \$1,000,000 It should be specified that the mention of these sums is not made as indicating or rec-

number of the best designs. This was done in order to secure competition from archi-tects, the experience with the Allegheny building being that the expense of getting up complete plans was so great that many architects were afraid to make an offer.

By giving premiums the committee hopes

a motion that the report be approved; that the sum of \$300,000 be set aside for the future erection of district libraries, and that

the reference library, auditorium, art gal-

to get a larger number of plans to choose The prolonged discussion of the considerations leading up to the final recommendafrom, as most of the architects will get some remuneration for their work. "BROWN'S BRONCHIAL TROCHES" are widely cision, and of a full understanding of the grounds for it, both by the board and public. For the reasons which have been reviewed at such length, the committee respectfully

known as an admirable remedy for broad hourseness, coughs and throat troubles, only in boxes.



Druggists sell them-DAPOID TABLETS-FOR DYSPEPSIA.

JOS. FLEMING & SON.

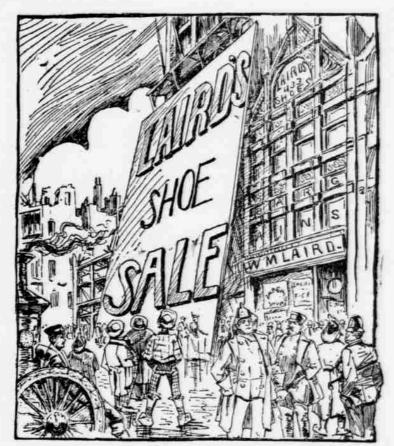
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Capt. Snyder, Asst. Supt. Coats,

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Capt. Dan Silvis

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