

WESTINGHOUSE

The Westinghouse Electric Company Negotiations Have Reached the Turning Point.

EASTERNERS ASSUME THE BURDEN August Belmont, Brayton Ives, and Lee Higginson & Co. Undertake the Reorganization, and

SUBMIT PLANS TO THE STOCKHOLDERS. Neither the Edison nor Thompson-Houston Company Has a Say in the Matter.

The negotiations looking to the reorganization of the Westinghouse Electric Company, upon which the head of the interests has been so earnestly engaged for some months past, have at length been brought to an issue which, it is expected, will be regarded by stockholders as a very successful one, under all the circumstances.

The plan is to be carried out by a syndicate, composed of August Belmont, the New York banker, Charles Fairchild, of Lee Higginson & Co., and Brayton Ives, President of the Western National Bank, New York, with Henry D. Hyde, President of the Equitable Life Insurance Company, Marcellus Hartley, of Hartley & Graham, of New York, and Charles Francis Adams, of Boston, have agreed to become members of the Board of Directors upon completion of the reorganization.

The syndicate above referred to, with certain creditors of the company and others, has agreed to subscribe \$3,000,000 of 7 per cent preferred stock, upon the assets of the reorganized company, which comprises the following propositions: The present authorized capital, \$10,000,000, is not to be increased; the holders of the outstanding stock, amounting to about \$7,000,000, all of which is convertible into the new 40 per cent of their holdings into the treasury. This will turn about \$6,000,000 of stock into the treasury, counting the \$3,000,000 formerly issued and not placed.

The plan is to be carried out by a syndicate, composed of August Belmont, the New York banker, Charles Fairchild, of Lee Higginson & Co., and Brayton Ives, President of the Western National Bank, New York, with Henry D. Hyde, President of the Equitable Life Insurance Company, Marcellus Hartley, of Hartley & Graham, of New York, and Charles Francis Adams, of Boston, have agreed to become members of the Board of Directors upon completion of the reorganization.

The plan is to be carried out by a syndicate, composed of August Belmont, the New York banker, Charles Fairchild, of Lee Higginson & Co., and Brayton Ives, President of the Western National Bank, New York, with Henry D. Hyde, President of the Equitable Life Insurance Company, Marcellus Hartley, of Hartley & Graham, of New York, and Charles Francis Adams, of Boston, have agreed to become members of the Board of Directors upon completion of the reorganization.

MAY GO BACK AGAIN.

A Proposition Said to Have Been Made to Wm. Martin to Take Office in the A. A. of P. I, AND S. W.

No Developments in the Strike to Indicate a Settlement.

GRIST OF A DAY FOR LABOR CIRCLES

For the past four or five weeks there has been more or less talk among members of the Amalgamated Association in reference to the coming convention. The convention is naturally drifting toward the election of officers.

It was reported in labor circles on the Southside, more than a week ago, that members of the National Lodge, who can gauge pretty closely at least 24 hours ahead what is to transpire in the organization, had made a proposition to Mr. Martin to go back into the association; that he could have any office he desired; and that he might even have his own salary.

Considerable comment has been created by the report, and when it reached the ears of the reporters last night, the latter set out to find Mr. Martin. The search was fruitless, but it could be learned from outside members of the association, it seems that Mr. Martin's rare executive ability, his keen judgment of right and wrong, and his willingness and desire to do what is right have won him many friends, and the association lost a valuable and able officer.

It was reported in labor circles on the Southside, more than a week ago, that members of the National Lodge, who can gauge pretty closely at least 24 hours ahead what is to transpire in the organization, had made a proposition to Mr. Martin to go back into the association; that he could have any office he desired; and that he might even have his own salary.

Considerable comment has been created by the report, and when it reached the ears of the reporters last night, the latter set out to find Mr. Martin. The search was fruitless, but it could be learned from outside members of the association, it seems that Mr. Martin's rare executive ability, his keen judgment of right and wrong, and his willingness and desire to do what is right have won him many friends, and the association lost a valuable and able officer.

It was reported in labor circles on the Southside, more than a week ago, that members of the National Lodge, who can gauge pretty closely at least 24 hours ahead what is to transpire in the organization, had made a proposition to Mr. Martin to go back into the association; that he could have any office he desired; and that he might even have his own salary.

Considerable comment has been created by the report, and when it reached the ears of the reporters last night, the latter set out to find Mr. Martin. The search was fruitless, but it could be learned from outside members of the association, it seems that Mr. Martin's rare executive ability, his keen judgment of right and wrong, and his willingness and desire to do what is right have won him many friends, and the association lost a valuable and able officer.

It was reported in labor circles on the Southside, more than a week ago, that members of the National Lodge, who can gauge pretty closely at least 24 hours ahead what is to transpire in the organization, had made a proposition to Mr. Martin to go back into the association; that he could have any office he desired; and that he might even have his own salary.

Considerable comment has been created by the report, and when it reached the ears of the reporters last night, the latter set out to find Mr. Martin. The search was fruitless, but it could be learned from outside members of the association, it seems that Mr. Martin's rare executive ability, his keen judgment of right and wrong, and his willingness and desire to do what is right have won him many friends, and the association lost a valuable and able officer.

It was reported in labor circles on the Southside, more than a week ago, that members of the National Lodge, who can gauge pretty closely at least 24 hours ahead what is to transpire in the organization, had made a proposition to Mr. Martin to go back into the association; that he could have any office he desired; and that he might even have his own salary.

Considerable comment has been created by the report, and when it reached the ears of the reporters last night, the latter set out to find Mr. Martin. The search was fruitless, but it could be learned from outside members of the association, it seems that Mr. Martin's rare executive ability, his keen judgment of right and wrong, and his willingness and desire to do what is right have won him many friends, and the association lost a valuable and able officer.

It was reported in labor circles on the Southside, more than a week ago, that members of the National Lodge, who can gauge pretty closely at least 24 hours ahead what is to transpire in the organization, had made a proposition to Mr. Martin to go back into the association; that he could have any office he desired; and that he might even have his own salary.

Considerable comment has been created by the report, and when it reached the ears of the reporters last night, the latter set out to find Mr. Martin. The search was fruitless, but it could be learned from outside members of the association, it seems that Mr. Martin's rare executive ability, his keen judgment of right and wrong, and his willingness and desire to do what is right have won him many friends, and the association lost a valuable and able officer.

It was reported in labor circles on the Southside, more than a week ago, that members of the National Lodge, who can gauge pretty closely at least 24 hours ahead what is to transpire in the organization, had made a proposition to Mr. Martin to go back into the association; that he could have any office he desired; and that he might even have his own salary.

Considerable comment has been created by the report, and when it reached the ears of the reporters last night, the latter set out to find Mr. Martin. The search was fruitless, but it could be learned from outside members of the association, it seems that Mr. Martin's rare executive ability, his keen judgment of right and wrong, and his willingness and desire to do what is right have won him many friends, and the association lost a valuable and able officer.

It was reported in labor circles on the Southside, more than a week ago, that members of the National Lodge, who can gauge pretty closely at least 24 hours ahead what is to transpire in the organization, had made a proposition to Mr. Martin to go back into the association; that he could have any office he desired; and that he might even have his own salary.

Considerable comment has been created by the report, and when it reached the ears of the reporters last night, the latter set out to find Mr. Martin. The search was fruitless, but it could be learned from outside members of the association, it seems that Mr. Martin's rare executive ability, his keen judgment of right and wrong, and his willingness and desire to do what is right have won him many friends, and the association lost a valuable and able officer.

It was reported in labor circles on the Southside, more than a week ago, that members of the National Lodge, who can gauge pretty closely at least 24 hours ahead what is to transpire in the organization, had made a proposition to Mr. Martin to go back into the association; that he could have any office he desired; and that he might even have his own salary.

Considerable comment has been created by the report, and when it reached the ears of the reporters last night, the latter set out to find Mr. Martin. The search was fruitless, but it could be learned from outside members of the association, it seems that Mr. Martin's rare executive ability, his keen judgment of right and wrong, and his willingness and desire to do what is right have won him many friends, and the association lost a valuable and able officer.

It was reported in labor circles on the Southside, more than a week ago, that members of the National Lodge, who can gauge pretty closely at least 24 hours ahead what is to transpire in the organization, had made a proposition to Mr. Martin to go back into the association; that he could have any office he desired; and that he might even have his own salary.

Considerable comment has been created by the report, and when it reached the ears of the reporters last night, the latter set out to find Mr. Martin. The search was fruitless, but it could be learned from outside members of the association, it seems that Mr. Martin's rare executive ability, his keen judgment of right and wrong, and his willingness and desire to do what is right have won him many friends, and the association lost a valuable and able officer.

It was reported in labor circles on the Southside, more than a week ago, that members of the National Lodge, who can gauge pretty closely at least 24 hours ahead what is to transpire in the organization, had made a proposition to Mr. Martin to go back into the association; that he could have any office he desired; and that he might even have his own salary.

Considerable comment has been created by the report, and when it reached the ears of the reporters last night, the latter set out to find Mr. Martin. The search was fruitless, but it could be learned from outside members of the association, it seems that Mr. Martin's rare executive ability, his keen judgment of right and wrong, and his willingness and desire to do what is right have won him many friends, and the association lost a valuable and able officer.

It was reported in labor circles on the Southside, more than a week ago, that members of the National Lodge, who can gauge pretty closely at least 24 hours ahead what is to transpire in the organization, had made a proposition to Mr. Martin to go back into the association; that he could have any office he desired; and that he might even have his own salary.

Considerable comment has been created by the report, and when it reached the ears of the reporters last night, the latter set out to find Mr. Martin. The search was fruitless, but it could be learned from outside members of the association, it seems that Mr. Martin's rare executive ability, his keen judgment of right and wrong, and his willingness and desire to do what is right have won him many friends, and the association lost a valuable and able officer.

It was reported in labor circles on the Southside, more than a week ago, that members of the National Lodge, who can gauge pretty closely at least 24 hours ahead what is to transpire in the organization, had made a proposition to Mr. Martin to go back into the association; that he could have any office he desired; and that he might even have his own salary.

BOTH LEGS BROKEN.

Conductor and Fireman Hurt in a Pittsburg and Western Wreck.

NARROW ESCAPE FOR PASSENGERS.

President Oliver and Other Prominent People on the Train.

CAUSED BY A LOOSE CROSSING BOARD

A serious wreck about which the officials were very reticent, occurred on the Pittsburg and Western road at Sample's station yesterday.

The special carrying about a dozen prominent persons started from the Allegheny depot at 12 o'clock to go to Ellwood. The train consisted of an engine, President Oliver's private car and a coach. The wreck happened at 12:30.

Among the passengers were President H. W. Oliver, General Manager Patton, John C. Bolger, Jr., and the General Fitchburg. Their destination was the new town of Ellwood, which they intended to inspect. The train was running at the rate of 40 miles an hour when it struck one of the planks of the crossing which was out of place, and the engine jumped the track.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

The engine, a new one, was a complete wreck, and work was at once commenced on it. The train was carried along the ties for some distance, when the engine turned over. The first car was also partly upset. The engine was riding on the crossing when it struck the crossing, and the conductor, John Hersh, who was sitting on the engine, was caught in the wreck. The passengers, who were in the rear car, were severely shaken up and somewhat bruised, but none were injured to any extent.

DEATH IN A CEMETERY.

It Comes to John Foster While Working on Captain Jones' Monument.

The Believers in evil omens would find a ground for their beliefs in connection with the tomb of Captain Jones. It will be remembered that he lost his life through an explosion in the Edgar Thomson works of Bradock. Yesterday John Foster, of Mt. Washington was struck dead while working on a granite shaft which will mark the last resting place of Captain Jones at Monongahela Cemetery at Bradock.

It was a bright day, and funeral services were in progress and hundreds of people were out to see the graves of their lost ones. Here a grave was just receiving its burden of mortality. Just beyond Kunkle & Jordan's men were working on the monument. The minister was repeating "Earth to earth," when, raising his eyes, he saw a form stagger and fall and when he concluded with "ashes to the dust," he saw a man in the arms of the dead for two finished lives instead of one.

Later the body was removed and Squire Holtzman held an inquest. The verdict was death from heart failure.

SAD BECAUSE SUCCESSFUL

Warden Hague Makes Life Miserable for the Illegal Fisherman.

Fish Warden Hague is again out on the rivers doing work. At daylight Friday he caught four men fishing in the Beaver Dam at Bridgewater. They had a large number of black bass. He made them put back the fish as well as pay the usual fine.

The same day he arrested three men on the Allegheny river at Thirty-third street. Each of them was made to pay liberally. Last night Mr. Hague was also on the which near Pittsburg and he expects to spend several days around the river until the expiration of the fish law on May 30.

PREPARING FOR THE TRIP.

Mechanics Expect to Send 5,000 People to Cleveland.

The committee of the Jr. O. U. A. M. having been organized, was committed to meet last night at 308 Smithfield street. The Committee on Transportation reported having arranged for a \$3 rate, good for ten days.

A communication was read from the Cleveland committee, stating that a general parade would take place on Thursday, June 16, and that the visitors would be accorded the good time. The reports indicate that about 5,000 members and others from this end of the State will attend the session of the National Council.

CHARGED WITH LARSENISM.

An Employee of Heinz Who Was Found of Pickles and Delicacies.

Fred Schmidt, of Thirty-third street, married, and an employee in Heinz' pickle factory on Second avenue, was committed to jail yesterday on charge of larceny preferred against him by Charles Hottelmyer, a foreman in the establishment, before Alderman Sucoop.

It is charged that various thefts have occurred in the factory of late and Schmidt was suspected, and when arrested he had a large bottle of cucumber sauce in his pocket. Hearing during the week.

Died Far From Home.

Joseph Curtis, Jr., colored, aged 20 years, died at the City Poor Farm yesterday morning. He was sent to the farm on April 18, suffering from a severe cold, which turned into grip. Little is known in regard to his history. He came to Pittsburg 13 years ago from Michigan. He last lived at 72 Logan street.

TRIAL TRIPS WERE SUCCESSFUL.

Several trial trips were made last night on the Ellwood avenue division of the Duquesne Traction Company. The cars ran smoothly and without any accident. The company expects to commence running cars on Friday and expects to have nearly all the system in operation in two weeks.

Andrew Carnegie and the Fort Pitt Spoon.

On receipt of one of the Pittsburg historical souvenir spoons, Mr. Carnegie sent the following note to the committee in appreciation of its great regard for all that pertains to the welfare and renown of his native city.

My dear Sirs—Your favor of May 5 received. I thank you for the most interesting and valuable spoon you have been kind enough to send me. If I were not born with a silver spoon in my mouth, I am determined that in my latter years I shall at least have a gold one.

It seems quite appropriate that this should come from Fort Pitt, the chief of the possessors of gold has been found by its ever grateful citizen. With renewed thanks I remain, Very truly yours, ANDREW CARNEGIE.

NEW YORK, May 8, 1931.

CARPETS CARPETS

Most Extraordinary Values

We strongly urge a careful reading of the prices we are offering on our new Starting Low as the prices may seem in print buyers will be still more startled to find that we've understated rather than over-stated our values.

Hand carpet, worth 125c—our price... 90c
Ingrain carpet, worth 20c—our price... 125c
Heavy 2-ply carpet, worth 45c—our price... 30c
Extra 2-ply carpet, worth 50c—our price... 35c
Heavy wool carpet, worth 65c—our price... 50c
Heavy all wool carpet, worth 75c—our price... 55c
Carpets, worth 90c—our price... 65c
Flax Brussels, worth 85c—our price... 60c
Flax Brussels, worth 95c—our price... 70c
Body Brussels, worth 115c—our price... 85c
Velvet Brussels, worth 125c—our price... 110c

We deliver goods to any part of the two cities, and within 100 miles of Pittsburg, freight is paid. Carpets are sold and laid promptly. J. H. KUNKLE & CO., 1347-1349 Penn. ave., two squares east of Union depot.

Special Item to Young Drovers

We have placed on sale about 180 men's very fine black and white striped worsted suits, cut in long roll sack style. They are really very handsome garments and the pattern is often noticeable. You have no doubt often noticed the pattern in the store. These suits sell everywhere for \$18 and \$20, but we will sell them Monday at \$8 each.

P. C. C., PITTSBURGH COMBINATION CLOTHING COMPANY, corner Grant and Diamond streets.

Thou Shalt Not

Pay a full price for a new suit. That is, you need not if you take advantage of our great May sale, which will continue in full force all this week. GUSKY'S.

The Suit Has Scraped

And the opportunity to prevent her doing any harm. In six days more the opportunity to take advantage of our great May sale will be lost. Seize it while you may. GUSKY'S.

GRAND HALF RATE EXCURSION

To Norfolk, Virginia, the Coming Metropolis.

By Baltimore and Ohio and Pennsylvania lines on Monday and Tuesday, May 18 and 19, on account of section sale by the Port Norfolk Land Company, two days following.

President Comptroller

is again in Pittsburg. If he is wise he, too, will take advantage of our great May sale which will continue another week. GUSKY'S.

The only discount a thriving store in Western Pennsylvania.

BEHNE & WILDS, 710 Penn. avenue.

NEW ADVERTISEMENTS

MARSHALL, THE CASH GROCER.

WILL SAVE YOU MONEY.

Groceries Given Away FREE!

Hold on now! Don't take us up too quick. We have not yet climbed to that stately pinnacle where we can sit with our thumbs in the arm-holes of our vest and tell the public how benevolent we are, and that we only live to do good for our fellow men. We are away down in the depths—hustling for elbow room. We cannot promise groceries free to everyone, but we can promise GROCERIES FREE TO ONE FAMILY OUT OF EVERY TWENTY FAMILIES. Here is how we do it: ON ALL ORDERS OF \$30 AND UPWARD, sent direct to our store, WE WILL ALLOW 5 PER CENT DISCOUNT, sugar and meat excepted. Five per cent discount means that we will hand you back \$1 for every \$20 you give us. If you want \$150 worth of groceries, get 19 other families to order \$150 worth each and we will give you your free. In other words, from each order amounting to \$300, outside of sugar and meat, we will deduct \$15.

If possible, we will pack each person's order in a separate box and pay freight to any point within 200 miles.

Send for our large weekly price list and order by mail. You will be astonished to see how much money we can save you.

Orders amounting to \$10, outside of sugar, packed and shipped free to any point within 200 miles.

When you come to town, don't forget our new store.

No. 24 Diamond Square, PITTSBURGH.

We have one of the neatest and brightest stores in the two cities, and from the way our friends crowd in we think they know it.

MARSHALL, 79 to 85 Ohio street, Cor. Sandusky, ALLEGHENY.

AND 24 DIAMOND SQUARE, PITTSBURGH.

HUGUS & HACKE.

THIS WEEK

A fine assortment of India and China Silks, Black Grounds, with small, medium and large Figures in Jardinerie and Pompadour effects, at \$1 and \$1 25 a yard.

Novelties in Crepe du Chene Dress Patterns, black and colored ground, with woven figures, very desirable for evening dresses.

Over a hundred styles in Striped and Checked Habutais in washable colors, at 75c and \$1 a yard.

Four Special values in White Pongee and Habutais, at 50c, 65c, 75c and \$1 a yard.

FRENCH CHALLIS.