How the New York Central Elevated Its Tracks at Rochester.

KILLINGS ONCE OCCURRED DAILY.

of Public Meetings.

DETAILS OF A GREAT IMPROVEMENT

PITTSBURG, SUNDAY, JUNE

Ascot yesterday, was caused by the funny idea of holding a court martial on the heir to the throne. The field marshal is evidently not afraid, and the sanctity by which he is hedged will save the General and lieutenant. Digging Up an Old Statute. Several radical members have endeavored, so far unsuccessfully, to elude the Speaker's loval vigilance, by putting questions. Ascot yesterday, was caused by the funny idea of holding a court martial on the heir in the new territories assured to Portugal by the convention with England, which the Cortes has at length wisely ratified. The Minister of Finance is highly delighted to find Portugal actually possessing marketable commodity not yet mortaged to its full value, and has pleasant dreams of financial equilibrium and even actual surplus in the course of time.

The Prince of Wales Is Carrying Himself With Cynical Indifference

OVER SIR WILLIAM'S FALL,

Although He Is Said to Really Feel Very Keenly the Disgrace of the Proud Baronet.

THE TORIES GREATLY TROUBLED.

They Fear the Questions That Will Be Put to Them on Monday by the Parliamentary Radicals,

EEGARDING THE BACCARAT SCANDAL

The News of His Expulsion From the Army Comes to Gordon-Cumming and His Young Bride as a Terrible Surprise

THE COUPLE BARRED FROM LONDON SOCIETY

[BY CABLE TO THE DISPATCH.]

LONDON, June 13 .- The Prince of Wales has not allowed any feeling of regret for the ruin of one of his oldest friends to interfere with his personal pleasures. The Ascot races were inaugurated on Tuesday in the customary manner by a State procession from Windsor. The Prince was preceded by "the whips and yeoman prickers" in hundsome green and scarlet uniforms, and escorted by Lord Coventry, Master of the Buckhounds. He was accompanied by his wife and daughters, gorgeously clad, and a crowd of royal relatives and many friends," who, undeterred by the fate of Sir William Gordon-Cumming, basked in the sunshine of the royal presence.

It has been said that the Prince feels keenly Sir William's fall from grace, but he concealed his emotions wonderfully well during the four days at Ascot, during which he was on public view four hours or more dativ. He even plucked up heart to do a family, little betting, and although luck was little betting, and although luck was against him, as it usually is on the turf, he met ill-fortune with a smiling face. On Wednesday afternoon the Prince and Duke of Cambridge, Commander-in-Chief, were together in the royal enclosure for several hours, and privileged observers, who noted the hilarious spirits of the royal relatives. the hilarious spirits of the royal relatives, must to-day be struck by the fact that the order dismissing Lieutenant Colonel Sir William Gordon-Cumming from the army is dated Wednesday. It must therefore have been countersigned by the Duke just before his merry meeting with the Price of Wales.

The Prince's Real Feelings.
But perhaps it would be uncharitable to suggest that the merriment was in any way connected with the act that has set the seal | day. en the Baronet's disgrace. The Prince of Wales is known to be an industrious reader have any human feeling in his royal breast, his demeanor in the privacy of his home must have contrasted sharply with the cynical selfishness of his manner in public. This week the newspapers have teemed with biting criticisms of his conduct and columns have been filled with resolutions of censure passed by church conferences and public bodies.

The thing which seems to have struck the ligious newspaper bluntly and fairly describes as the Prince's "brutal callousness." The feeling is universal that while the fate of his old friend was trembling in the balance he should have remained in court, or at least have staved at home, and that afterward, when his cambling habits were being denounced in the newspapers and from pulpits and platforms, he should have refrained from attending the races and betting in

A Cabinet council was held this morning to consider what course shall be taken by the Government on Monday, when several awkward questions will be put to the ministers on the subject of this scandal. The Government desired to burke the matter, and approached the Liberal leaders with a proposal to save the unpleasantness to the Oneen which would be caused by a discussion of her son's conduct in Parliament. It soon became evident that even should he do so, Mr. Gladstone wouldn't be able to muzzle some of his radical followers, and the question will have to be answered. The Speaker has done his best, by removing from the order book some questions which he declared to be unwarrantably offensive to the

He has struck out the Prince's name from every question, and has expressed his intention of checking the use of disrespectful language in the debate which is expected to take place on Monday upon the radical motion for adjournment of the House. Two questions will be put to the Secretary of State for War. Mr. Summers will ask whether "the Government has taken or intends to take any action with regard to the person or persons who, in the case of Sir William Gordon-Cumming vs. Wilson and others, were alleged to have broken or to have been parties to a breach of the regulation of Her Majesty's army."

The Questions for Parliament.

These regulations provide that every commissioned officer whose character or conduct as an officer or gentleman has been publicly impugned, must submit the case within a reasonable time to his command. ing officer or other competent military authority for investigation. Mr. Cobb will, at the same time, ask Mr. Stanhope whether, as the civil action is now over, he can state whether it is intended to hold any court of inquiry into the conduct of the three officers, who in September last at Tranby Croft signed a paper, the object of which was to allow Lieutenant Colonel Sir William G. Cumming to remain an officer in Her Malesty's army, although they believed him to have cheated at cards,' The officers referred to are of course the

field marshal, the Prince of Wales, Major General Owen Williams and Lieutenant Berkeley Levett. It may be reasonably assumed that nothing will be done in the direction suggessed. Doubtless a good deal of laughter, in which the commander in chief and the field marshal indulged in at

Speaker's loyal vigilance, by putting questions on the order book as to the illegality of the proceeding at Tranby Croft by a statute passed early in the present reign.

Every person who shall by any fraud or unlawful device or ill practice in playing at or with cards, dice or other games win from any person to himself or any other or others any sum of money or valuable thing shall be deemed guilty of obtaining such money or valuable thing from such other person by a false pretense with intent to cheat or defraud such person of the same, and being convicted thereof shall be punished according to law.

In a test case tried only two or three In a test case tried only two or three years ago an attempt was made to prove that baccarat, being a game of skill, was not unlawful, but the judge unhesitatingly ruled otherwise, and his decision has never been challenged. It is pretty certain therefore that the whole merry party at Tranby Croft, men and women, field marshal and lieutenant, could be made amenable to the law. But the world will not be gratified by such a sight. The Prince has been in the witness box in a divorce court and in other witness box in a divorce court and in other tight places, but all the forces of the Crown, Government and judiciary would, if need arise, unite to keep him out of the criminal dock.

Cumming Feels His Disgrace Keenly.

Sir 7, man G. Cumming heard of his expuls on from the army last night just as he was leaving Nottingham for Scotland with his American bride, and the news came as a his American bride, and the news came as a terrible surprise for both. Cumming sent in his papers to the War Office six months ago, with an application for leave to retire on half pay. He ought to have known that only one course was open to military authorities, after Tuesday's verdict; but it seems that he deluded himself with vain hopes up to the very last, and inspired his American bride with the belief that he would be spared the crowning disgrace of military dishonor.

military dishonor.

It will be scarcely possible now for the sadly-linked couple to reside in London. The Prince of Wales, the high priest of polite society, has himself excommunicated the man who was his friend for 20 years, and the sentence will have the fullest and bitterest effect in this metropolis. For the present, Sir William and Lady Gordon-Cumming will reside at Attyre House, a lonely ancestral seat in Morainshire; but they have already decided to spend a portion of every year in the United States.

The Landation of Cumming. The most amusing feature of the case to a synical philosopher is the way in which the man who cheated at cards has become a popular hero. Cumming, of course, has been severely lectured for his hetrodox manner of playing baccarat. But the strongest adjectives and most withering scorn have been appled to the people who detected and exposed him. The Wilson family, if their members have not

his hands and shouted themselves hoarse in The Wilsons have not since ventured in The Wilsons have not since ventured in any public place, and even the Prince of Wales was assailed on his way to Ascot with rude inquiries respecting the whereabouts of his baccarat counters. But Sir William Gordon-Cumming, whom the jury has branded as a vulgar cheat, and from whose back has just been torn the Queen's uniform, which he has disgraced, was cheered at every station on his way to Scotland to-

Elevated to a Great Hero.

The whole town of Forrest turned out to iners. If therefore, he should | do him honor. Triumphal arches span the streets, the horses were removed from his carriage and their places taken by grown-up, presumably reasoning men, who thus turned themselves into beasts of burden in order to testify their devotion.

To-morrow, Sunday, the worldliness of England's future King will form the subject of many a discourse, and in some dissenting places of worship a special prayer is to be from his evil ways, and to so pour the Holy nopular imagination is that which one re- at the mercy seat, and thus rule an enlight ened country as a God-fearing King, and to whom justice, purity and noble aims should unt." If the Lord sees fit to answer all the prayers that are being offered up Albert Edward will, in a very short space of time, become a reformed character.

A reporter asked Lady Gordon-Cumming at Nottingham to-day if she would like to make a statement of her views for the benefit of the American people. She said that she did not desire to begin a controversy, but that she had the fullest confidence in her husband's innocence, and that Sir Ed-ward Clarke's speech entirely represented her feeling in the matter. She looked very bright and happy, and said she had received many warm congratulations from America by cable, some of them from entire British politics was never less strangers. interesting than now.

RESTRICTIONS RIDICULED.

The Prohibition on the Importation of Cattle Severely Criticized.

IBY CABLE TO THE DISPATCH.1 LONDON, June 13 .- Mr. Chaplin, Minister of Agriculture, continues to be haunted, or professes to be possessed, with a fear of the cattle disease. Colonel Cody's buffaloes are to be quarantined on arrival from the Continent, and the Minister has caused an immense inconvenience by ordering that no animal shall be sent from any district, sched-uled as diseased by the Board of Agriculture, to this year's show of the Royal Agri-

cultural Society at Doncaster.

Plain words were spoken about Mr. Chaplin and his proteges at the annual dinner of the political economy circle of the Na-tional Liberal Club last night when Mr. Alfred Milnes, the well-known authority on the subject, read a paper entitled "Foreign Cattle as Food Supply and the Recent At-tempts at Protective Restriction."

Mr. Milnes contended that if trade in the

line of cattle should be destroyed the dead mest trade could not adequately replace it and the sudience, which included many members of Parliament, heartily agreed with him. He further declared amid ap-proving cheers of his hearers that the desire to check the live cattle trade was due, not to the fear of disease, but 'to a scheme to protect the stock farming interest which bolstered up the tottering labric of agricultural rent.

THE MANIPUR LEADER SENTENCED. Unless the Viceroy of India Interferes the Bebel Will Hang.

CALCUTTA, June 13 .- The Senapati, second brother of the Marahajah and commander-in-chief the Manipuri forces, has been convicted of rebelling against the Empress of India and of abetting the massacre of Chief Commissioner James Quintin, Political Agent St. C. Grimwood and other British offi ers in March last, and has been condemned to be hanged.

firmation upon the part of the Viceroy of India.

FINANCES OF PORTUGAL

Quite So Bad a Condition as Has Been Generally Believed. (BY CABLE TO THE DISPATCH.) LONDON, June 13 .- A number of English-

Ascot vesterday, was caused by the funny idea of holding a court martial on the heir large sums for land and mineral concessions | CROSSING AT GRADE.

The People Forced a Reformation by Means FROM STEAMSHIP TO JAIL.

AN AMERICAN ARRESTED AT A GER MAN PORT FOR LARCENY.

Hamburg-American Officers Refuse to Allow Scotland Yard Officials to Board Their Vessel at Southampton-English Police Greatly Incensed at Their Action [BY CABLE TO THE DISPATCH.]

LONDON, June 13 .- True W. Hoit, alias E. T. Shaw, a passenger aboard the Normannia, must have heaved a sigh of relief when the big steamer, after putting into Southampton water Thursday night, sailed out again without any inquisitive person coming aboard to make inquiries for him. His satisfaction was of brief duration, however, for on the arrival of the steamer at Cuxhafen this morning, German detectives boarded her and arrested him on the charge of larceny preferred against him by the Wellsbach Gaslight Company, New York. The revulsion of feeling was sogreat that Hoit's dark complexion turned to ashen gray, and he almost fainted in the nolicement's arms. olicemen's arms.

A reporter learned that a warrant was ob

tained at the Bow Street Police Court late Thursday for the arrest of Hoit, alias Shaw, Thursday for the arrest of Hoit, alias Shaw, on cable requests from New York, which also promised the dispatch of the necessary documents to justify it by the next mail. The London police authorities communicated with Chief Constable Clay, of the Southampton police, and Inspector Moore, of Scotland Yard, went down to Southampton with a warrant. To the astonishment and indignation of those officers, the Hamburg-American people refused to allow them to go on board the tender or on the Normannia.

der or on the Normannia.

The United States Consul was communieated with, and telegrams were sent to Scot land Yard, as it appeared the steamer people acted within their legal rights. Cablegrams were sent to New York suggesting that the United States Minister in Berlin should be instructed to act. The suggestion was so promptly acted upon that almost before the Normannia had left the Solent the warrant had been issued in the German capital and detectives were on their way to that port to

execute it.
The conduct of the Hamburg-American people has greatly irritated the English solice, who fear that if they continue such a policy, and the fact becomes publicly known, all fugitive American criminals will travel by that line, and business legitimately be-longing to Scotland Yard will be transferred to the foreign police.

A SURPRISE BY PARNELL.

He Introduces a Bill for Evicted-Tenant That Stands No Show. IBY CABLE TO THE DISPATCH.

LONDON, June 13.-The report stage of

the Irish land bill was concluded last night and the measure will be read a third time Monday. But the way has not yet been cleared for the free educational bill. Mr. Parnell last night sur-prised his late colleagues and followers by formally introducing a bill for facilitat-ing the reinstatement of evicted tenants. The bill has not even been drafted yet and there is not the remotest chance of its being discussed, much less passed this seasion.

Mr. Parnell is well aware of all this, but he also knows that the fact of his having introduced such a measure will furnish him with a useful weapon in the political struggle of which Ireland will be the scene, After Parliament has been prorogued, it may be possible, too, to persuade the evicted tenants that the bill might have been passed had not Mr. Balfour and Tim Healy conspired to strangle it in its birth.

PARNELL'S ARCADIAN RETREAT.

Reporter Discovered It and the Place Is Now Up for Rent. THY CABLE TO THE DISPATCH.

LONDON, June 13 .- Americans with an inclination for houses with historical associations may obtain very cheanly a modest suburban dwelling, in which Mr. Parnell and Mrs. O'Shea sojourned for several happy months in 1887-88, until, as it was supposed, an unchivalrous reporter discovered who Mr. and Mrs. Preston really were and sold the news to a paper upon advan tageous terms.

Mr. Parnell has never doubted, however that the betrayer of his Arcadian retreat was Timothy Healy, and the fact didn't in-

crease the love between the two. The house is now to let and the rent only £80 a year.

HEBREWS IN SWITZERLAND.

A Campaign Against Them Likely to Be Inaugurated Soon.

TRY CABLE TO THE DISPATOR. 1 LONDON, June 13 .- Your Berne corre spondent writes that there are signs of an anti-Jewish crusade in Switzerland in the near future. Several cantons have deeided not to allow Hebrews to become natnralized citizens, and the Society for the Prevention of Cruelty to Animals recently induced the cantonal Governments of Berne and Argovia, apparently with pop-ular approval, to prohibit Hebrew butchers from killing oxen in the Hebrew fashion. The federal chambers have since declared the prohibition to be illegal, as butchers were simply carrying out the rites of their religion. But the last has not yet been heard on this matter.

CHINESE OUTRAGES

France Proposes United Action With England to Put an End to Them.

[BY CABLE TO THE DISPATCH.] LONDON, June 13.-The rumor is curren that at to-day's meeting of the Cabinet Lord Salisbury communicated to his colleagues a proposal made by the French Governmen or united action against China, with a view o putting a stop to attacks upon foreigners nd to obtain compensation for victims

recent outrages.

It is not believed Lord Salisbury will compromise England by joining in such an adventure, especially as a reporter has learned that the Chinese Government has promised to do all that can reasonably

FOR REVEALING STATE SECRETS.

The Trial of the Frenchmen Who Talked Too Much a Star Chamber Affair. PARIS, June 13 .- The trial of Turpin Tripone, Feuvrier and Fasseler, who are charged with revealing the secret of melinite to the Armstrong Company and others, was commenced here to-day.

The proceedings were conducted in pri-

DUBLIN, May 13."-The Dublin Gazette

ontains a proclamation to-day removing the crimes act from operation in the coun-ties, which was promised by Chief Secretary Vesuvius Pyrotechnics.

NAPLES, June 13 .- The eruption of Mt. Vesuvius continues. The flowing lava now threatens to attain the observatory. The principal crater is now throwing showers of Mayor to discuss the attuation and, if possible, to devise a remedy. All condeded, even the officials, that the people had grievances, but all thought that the action that the city took in the matter looked too much like persecution of the railroad company. The meeting was largely attended by the representative citizens and a committee appointed to wait upon President William H. Vanderbilt and lay the matter before him. The committee went to New York and found Mr. Vanderbilt anxious to open negotiations that would lead to relief both to the company and the city. The matter was fully discussed and a plan of action laid out.

A few months after a plan for elevated

IMPROVEMENT

A few months after a plan for elevated tracks was submitted to the officials of the company that was found to be entirely practicable. The New York Central officials met the City Council and proceeded to consider the details and amend the contract. The Common Council took the grounds that it had no right to enter into a contract for the city, and that the citizens' committee, having no legal status, could take no action that would be binding by law, and after a long controversy over the matter it was finally delayed for several months. The people, seeing that the railway authorities were anxious to do something, demanded that some action be taken at once, and more meetings were held. The subject of depressing the tracks was broached, but declared impracticable. Finally the necessity of holding a meeting with the railroad officials, and constituting the citizens' committee into a body that should have legal force, became apparent, and the proceedings finally took shape in a bill drawn by the force, became apparent, and the proceeding finally took shape in a bill drawn by the best legal talent and taken to the Stat Legislature.

Into Legal Shape at Least.

This bill became a law April 23, 1880. Commissioners were appointed and delegated with full power to execute a contract for the city. The scope of their labors was explicitly defined. They were to agree with the railroad company on a change of grade of all or any parts of the tracks in the city; on the manner in which such tracks were to be carried over or under the streets; on the changes in the width of grade of any street for the purpose of effecting such improvements, and to grant the railroad company the use of such streets, lanes and alleys as might be needed to prosecute the work.

The committee also had full power to close such streets, or parts of streets, as the Into Legal Shape at Least. close such streets, or parts of streets, as the exigencies of the undertaking might de-

mand; to employ a competent person to

Mill Street Crossing, Rochester.

supervise the work; to consent to such

meeting, and a permanent organization was effected by the election of a president and

eretary. William H. Vanderbilt was next commu

The Trains Were Not Delayed

elevation was completed in the fall of 1883, and the four tracks of the New York Cen-

are no more mangled bodies picked up; trains do not run into horse cars and

prisonment, but the occasions for enforcing

he penalties are rare. The benefits reaped by the railroad com-

is 21/2 miles. Twenty-one feet is the

by the commission as to the work don

Remnants of Carpets.

We have secured thousands of samples

ends of carpet, from manufacturers. They are put up ten to the bundle, or 12 yards. The price will be:

12 yards carpet for \$1.88, or 151/2c per yards.

12 yards wool for \$2 48, or 201/2c yer yard. 12 yards all-wool for \$2 88, or 241/2c per

mont and Lowell extra supers. This in connection with our remnants sale to-mor-

row. See our "ad" on third page.

was as follows:

from all points of view.

goes on each year. The matter has become one of such great moment to the people of the large cities that are railroad centers that very soon legislative action must be brought to bear to put an end to grade crossing. The best solution yet found for abolishing them, and one that has proven adequate in Rochester and Buffalo, is

plague spots of slaughter do not exist, and there is not a

city that would not be rid of them. In all

of them the tracks of the great trunk lines

seem to cross the streets where traffic is

liveliest and it is a wonder more people are

not killed than are. It is only by the great-

est vigilance and precaution that the death

rate is kept down, and yet what a slaughter

and limbs are

jeopardized by

them. There is

hardly a city

in the Union

where these

almost daily

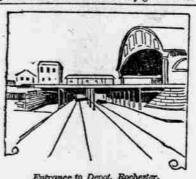
Elevating the Railroad Tracks

For years and years, until 1883, Rochester, N. Y., had grade crossings. But by the concerted action of the people a plan was arranged whereby the New York Central and Hudson River Railroad Company elevated its tracks through the city, and where before hundreds of people met death by accident every year, it is now very rarely that a person is ever injured by the cars, and when he is it is by his own carelessness and negligence. and negligence.
So satisfactory to the railway company has

So satisfactory to the railway company has the elevation of the tracks proved in Rochester, that it last year began the great task of elevating its tracks through the city of Buffalo, and by next winter that city will be delivered from the dangers that for years have menaced it. The DISPATOH presents herewith the facts of how the great work was begun and accomplished that proved such a boon to the city of Rochester and enhanced the value of property contiguous to the line of the railroad, that before was not worth half the value it is to-day. Pittsburg might profit by the example. might profit by the example.

Two Flagmen at Every Crossing.

The New York Central Railroad runs through the heart of Rochester, with its four tracks, and every hour of the day and night passenger and freight trains formerly rushed through the city, crossing at grade where traffic was heaviest, and where pedestrians, horse cars and vehicles were constantly moving. Almost coarse day these were moving. Almost every day there were serious and many times fatal accidents to people, wagons or horse cars, and the daily papers at almost every issue had some fatal-ity to record from the "deadly grade cross-



ing." Eternal vigilance was the price o tioned at every crossing the accidents could not be prevented.

But this was not all. The impediment to traffic and travel was a serious matter.

Trains halted on the crossing blockading them from ten minutes to a half hour at a time in the busiest part of the day. During this wait the streets on each side of the rail-road would be lined with vehicles, and men, women and children waiting to proceed on their way. When the train would finally their way. When the train would inally move over the crossing, the breaking of the street jam was no slight task. The waiting crowds and teams would meet, attempting to make their way in opposite directions, every one in a hurry to make up for the delay, and the confusion that followed was very often attended with danger. When the wagons proceeded across the track from the wagons proceeded across the track from the wagons proceeding delays trains were comone of these long delays, trains were compelled to stop, and the railroad company suffered alike with the city.

When the Danger Was Worst.

The exit of the railroad from the center of the city on the west was a steep up-grade, and the long heavy freight trains that passed over the road required a push engine to get them over, and as a consequence they were compelled to put on extra speed. Then these trains would thunder along at a terthese trains would thunder along at a terrific speed, crossing the streets so suddenly that people and vehicles were frequently unable to get out of the way. The railroad officials fully realized the terrors of the situation, paid the heavy damage suits that were brought in the courts and were powerless to help themselves further. Heavy freight trains would occasionally break in two on the steep grade, and the rear section would come thundering back at lightning speed, without a second's warning to flagmen or people and rush across the crowded streets. The scene at such a time was one of wild panic, people fleeing for their lives.

The railroad employes tell with horror of the terrible scenes and narrow escapes which they witnessed. On one occasion when a train broke and the rear section come book it jumped the track on a switch when a train broke and the rear section came back, it jumped the track on a switch at the entrance to the depot, knocked down the brick walls and went crashing into the waiting room, killing one man and injuring a dozen more. The people became very weary of the dangers they were subject to, and in 1877, 1878 and 1879 made an effort to remedy the trouble, and a bitter conflict was waged against the railroad company. The Common Council was called upon by the public to take some action, and an aggressive policy was adopted by that body. Ordi-nances were passed regulating the speed of trains and fixing severe penalties for their infraction. The railroad company could not make time with their fast trains and live up to the ordinance. Consequently dozens of engineers were arrested, con-victed and fined and the railroad company was put to great trouble and expense. Despite these restrictions lives were lost as frequently as before and the situation was not bettered.

A Direct Appeal to Vanderbilt. A Direct Appeal to Vanderbilt.

In 1879 a public meeting was called by the train from Union station.



MR. BLAINE AND THE GOUT FIEND.

REPUBLICAN PARTY-You must take care of yourself, sir, for we cannot get on without you.

ROUGH ON BURGLARS.

Electricity Has Been Trained to Act as an Expert Detective.

CANADA TO UTILIZE NIAGARA.

Fishermen Supplied With Bait by Means of Incandescent Light.

modifications of the proposed agreement as the progress of the work might show to be advisable; to grant hearings to property owners and other interested persons; to agree on a time for the completion of the HEATING RAILWAY CARS BY WIRE

Electricity is so mercilessly pressing the work, not exceeding three years from the execution of the contract. The responsibilities and liabilities of the railroad company and the city were plainly set forth in the bill. April 26, three days after the bill became a law, the commission held its first burglar that it looks as if he would soon be driven out of the business. Doors and windows are now rendered as sensitive as electric batteries can make them, and two methods have been devised to prevent a pane of glass being cut out and an entrance made without moving the window sash. One is to sink a door spring into the floor William H. Vanderbilt was next communicated with, but as he was on the point of sailing for Europe he delegated his son, William K. Vanderbilt, and J. H. Rutter, Second and Third Vice Presidents of the road, and Charles H. Fisher, Chief Engineer, to confer with the commission. The lifest meeting was held in Rochester, May 25, where a sketch of the work was submitted by the commission and discussed. The party took a special car and went over the route of the proposed improvement and under the carpet directly in front of the window, and at night place a chair so that one leg stands on the projecting brass rod, forcing it down and keeping the alarm circuit open until some one moves the chair, which it would be impossible not to do
in climbing through the windows. Another,
and very effective way, is to lay a piece of
burglar alarm matting under the carpet in
front of any window to be protected.
Burglar alarm matting consists of thin the route of the proposed improvement and strips of wood and springs, so arranged that any pressure on them closes the circuit. These mats can be placed on the stairs or The work of construction was begun on March 18, 1882, by the contractors, and a year and a half later saw the work comscattered about the house, and as the carpet covers them and there is not means of de tecting their presence it is nearly an im-possibility for anyone to move about the

pleted. One of the most difficult jobs was to go on with the work and not impede the passage of the trains that ran through the city, but it was successfully carried out and trains were not delayed by the work. The house without ringing the alarm, even if he could manage to effect an entrance. The latest alarm system makes the various devices active or inoperative by the simple pressure of a button. This operates a drop that closes the necessary circuits for and the long tracks of the New York Cen-tral ran through the city elevator. Grade crossings were a thing of the past, and the verdict of the people is that the elevated tracks constitute the most important and putting the whole system of alarms in work-ing order for the night. After this has been ione no one can enter the building, even if the wires leading to the door and window springs are in full sight. There is also a silent alarm connected to the police station, but if this circuit should become broken or beneficial improvement ever made in the city, excepting the water works. There vehicles and there is no more danger to the public. To trespass on the elevated tracks renders one liable to arrest, fine and imcut an audible alarm on the outside of the building still insures protection. This alarm is so arranged that it will ring if tam-pered with from the outside. Verily, the

The benefits reaped by the railroad com-issny are very great. The small army of flagmen that used to be kept at the cross-ings are dispensed with. The big suits for damages for death and injury to persons and property are no longer to be fought in the courts. A test of seven years has proven that the elevated tracks are satisfactory New Uses for Electric Light. Some of the conditions to which the use of the electric light gives rise have a grotesque phase. In a town in Connecticut a new industry has sprung up. It appears that the strong light of the arc lamps has the effect of attracting worms out of the earth. An ingenious boy conceived the idea of turning this peculiar phenomenon to Plenty of Room Under the Tracks. Seventeen large and busy streets are crossed by the elevated tracks. The passage account, and scooping up the worms into a basket nightly, he started a trade with the local fishermen for the bait which they are always glad to get. The youngster was in a way under the iron bridges is in no case less than 11 feet in height. From the eastern to the western side of the city, where grade crossings have been abandoned, the distance fair way to fortune when the secret of his

greatest height of any one elevation. Between the bridges the tracks are sup-ported by massive retaining walls of solid seen every night at work under the electric lights in the development of this new masonry, or by embankments that are kept nicely sodded and trimmed. During each 24 hours about 200 trains pass over the branch of commerce.

But while enabling bait to be thus secured for the fishermen, the electric light is actu-ally a bait itself for the many moths and bugs which fly by night. The English spar-row has been quick to take advantage of this, and numbers of the little hustlers can New York Central, West Shore, Northern Central branch of the Pennsylvania, and the late acquisition of the Central, the Rome, Watertown and Ogdensburg Railbe seen waiting for the street lamps to cool after the current has been turned off in the morning. Presently there is a flutter and a rush, and sometimes as many as half a dozen The bridges over the streets are of a width to accommodate six tracks, and all are of iron. The train shed of the depot is 682 birds are inside the globe struggling for the fat and tender morsels which it contains. feet long and 130 feet wide, and nine tracks run through it. The freight tracks run outside of the depot.

The ground for the work was broken March 12, 1882, and was complete October 15, 1883. The following figures were prepared. Since the discovery of this bonanza on the part of the birds, the entomologist, who has come to rely greatly on the same source of supply, must be up early if he would save his rare specimens from being served up to

breakfast.

It has been supposed that all the work looking to the electrical utilization of Niagara was being done on the American side, and the truth is that so far the practical operations have been confined to the New York shore, where the borings have been steadily pushed for some time by a company which has \$7,500,000 behind it. But there is a Canadian scheme also afoot, and our cousins take so kindly to it that they have already invested \$200,000 in buying up some of the Niagara and Queenston Land and Electric Company's real estate. The broad idea involved in this Canadian project is to tap the Chippewa river on the Canadian side, carry the water across country by canal, a distance of about two miles, to the Queenston Heights, and there discharge it into the Niagara river as it swiris along below, a drop of 320 feet being thus secured, which is double the drop obtainable at the Falls. steadily pushed for some time by a com-

Electrical Utilization of Niagara.

J. H. KUNKEL & BRO., Ealls.

By this means the company expect to furnish not less than 100,000 horse-power at Queenston at the modest rate of \$10 per horse-power. A new manufacturing city of Queenston is to be developed on the magnificent highlands traversed by the canal, and as has been said, the plan is looked upon 1347 and 1349 Penn avenue. OUR agent will accompany you any day and furnish transportation to Kensington if you will call at Room 32, No. 96 Fourth

Europe. There seems, in fact, to be no good reason why it should not be carried out, except the absence in Canada of a large market, such as is provided in America, for

Electric Light and Eyesight.

Some very sensible remarks are made by H. L. Webb in a recent article on the efects of the electric light on the eyesight. Mr. Webb says that unquestionably the electric light is injurious to the eyesight as many use it, and any other light would cause the same trouble if used in the same cause the same trouble if used in the same reckless fashion. Many people think because the incandescent lamp gives out comparatively little heat that they can safely place the lamp right under their noses so as to get the greatest possible amount of light on their book or paper or work. They totally disregard the fact that the light is also and its travelling that their greatest of the same recommendation.

tally disregard the fact that the light is also sending its rays directly into their eyes, and even the strongest eyesight cannot stand that sort of thing very long.

If people used a little more common sense in disposing their electric lamps, so as to get a good amount of light on the object to be illuminated and the minimum amount shining in their eyes, there would be fewer complaints about the electric light being had for the eyes.

Rallway Car Heating by Electricity.

It is reassuring to know that the "deadly car stove," which has played such a ghastly part in hundreds of tragedies, will soon be no more seen in its place in the railway car. An admirable system of electric heating for cars has been invented, which is so cheap and easily operated that its universal adoption is simply a matter of time. The railway commany on whose road this system has way commany on whose road this system has been tested by a course of practical work speaks of it in the highest terms, and the traveling public is not less gratified at the omfort and safety which is now assured.

After the sad experience of the dirty and gaseous condition of the average coal-heated car, the absolute cleanliness and absence of odors, together with the even temperature of a car electrically heated, is a revelation in modern car heating.

An Objection to Electric Roads. From one or two New England towns omes an objection to the overhead trolley electric road, because they interfere with circus parades. The parallel of these odd complaints is to be found perhaps in China, where steam railroads have been given up under the pressure of a sentiment that regarded them as impious, and where the tele-graph is viewed with much dislike and suspicion. Even Prince Bismarck has been heard to condemn the telegraph because it no longer allowed diplomacy to be unctuou

Another Old Soldier Made Happy.

During three years of the late war I was a member of Company I, One Hundred and Forty-ninth Regiment, Pennsylvania Volun-teers, or Second Bucktails. In the second year of service I contracted chronic diar-rhoes, which has clung to me ever since, and in addition to this I was shot through the body near the small of my back (in the battle of the Wilderness). One of the lasting effects of this wound is such that during attacks of diarrhoea I have no retaining powers over the movements of my bowels quiet little business was discovered, and powers over the movements of my bowels. I have used many remedies, but up to August, 1838, I had supposed that there was no remedy that would quite reach my case, but since then myself and my family have thoroughly tested Chamberlain's Colic, Cholera and Diarrhoea Remedy and have found it to be by far the best remedy we have ever used for bowel complaint, and without any hesitation whatever, I cheerfully recommend it to my friends and old now groups of boys with tin cans can be fully recommend it to my friends and old army comrades. I value it more than its weight in gold.

Wille It MCINTIEE,
Will Cora, Huntingdon county, Pa.

Mrs. E. Barker, Agent, 618 Penn Ave., Desires to announce a special sale of trimmed millinery on Tuesday and Wed-nesday, June 16 and 17. On those days the entire stock will be marked at prices as follows: All hats \$15 and upward will be

sold at \$10; all goods formerly \$10 and under will be marked \$5. No old stock. All

Via the Pittsburg and Lake Erie Railroad for all trains of Monday, June 15, and morning trains of Tuesday, June 16. On Tues A. M. Returning, leave Cleveland at 11:30

A. M. Tickets good to return on all regular

How It Happener Scene I., Union station—Crowd struggles to reach Allegheny Valley train. Scene II., Kensington—Crowd clamors to buy lots.
Scene III., home again—Everybody happy, with a receipt for a lot in his pocket.

trains until June 21 inclusive.

WHICH is the most popular beer? Iron City Brewery's, of course. Telephone 1186.

20,000 yards white and black laces at less

han one-third value. Just the goods now. REINING & WILDS, 710 Penn avenue. 25c to \$5 00 yard-all prices.

BADGES for lodges and societies at Mo-Mahon Bros. & Adams', 52 Fourth avenue.

PATRIOTS TO PARADE.

Thousands of Mechanics Will March in Cleveland on Tuesday.

BENEFIT-OF THE DEMONSTRATION.

Special Day for the Jr. O. U. A. M., at the Columbian Exposition.

BUSINESS FOR THE NATIONAL BODY

Arrangements are complete for the trip of the members of the Jr. O. U. A. M. to Cleveland to attend the demonstration there, and at 9 o'clock to-morrow the largest excursion that was ever participated in by the order will go out of the city. It was not until last year that the members of the order in Pittsburg considered the meeting of the National Council of sufficient importance to make any special demonstration. Last year nearly a thousand members went to Chicago. A parade and public meeting were held. The order, which was weak in the Windy City, was brought prominently before the pub-lic, the objects were indorsed by American citizens there and as a result the membership in that city and vicinity has increased by several thousands since the last annual session. While the order is comparatively strong in Ohio, Cleveland and neighboring towns have needed something to give the organization new life. The demand will be supplied this week. Trains will be run all day to-morrow, toorrow night and Tuesday morning

Work for the Uniformed Rank. The uniformed rank will leave the Union

depot over the Cleveland and Pittsburg road on a special train at 9 o'clock city time. The commanderies will leave Union Veteran Legion Hall, Sixth avenue, at 8:30 A. M. and march over the following route: Sixth avenue to Grant street, to Fifth avenue, to Market street, to Liberty avenue, to Union depot. They will carry to Cleve-land a miniature schoolhouse, with an American flag flying from the bell tower, and an appropriate motto on the side.

At 1:45 P. M. the National Council and other prominent members of the organiza-tion will leave over the same road. Many of the members will be accompanied by their ladies. At 11 o'clock to-morrow night a special will carry Vine Cliff Council and its friends to the number of 300 to 400

people. The train will be made up of day coaches and Pullman cars. A second section of this same train will leave Allegheny with Pride of the West, Twin City and Al-legheny Councils to the number of several hundred. The regular train going an hour later, 12:05, will carry Plymouth and William Thaw Councils. These Councils that are mentioned have made arrangements to go in a body and will have the majority of their members out. All of the other councils will be represented to a greater or less extent, but they will go promiscuously on both special and regular trains. Lesca-lette Council from the Southside will go with Vine Cliff Council.

District Passenger Agent Moody, of the Pennsylvania lines, who has charge of the excursion and who will supervise the running of the trains, has arranged a special train for Tuesday, especially convenient for those who can only go to Cleveland for that day to participate in the parade, attend the public entertainment and return home the same night. This train will leave at 6:39 Tuesday morning; arrive at Cleveland at 11:30. Leaving Cleveland again at 11:10 P.
M., it will arrive in Pittsburg early Wednesday morning.

Thousands From Allegheny County. It is estimated that from 2,000 to 3,000 members will go from Allegheny county.

Members from Uniontown, Scottdale, Connellsville, Mt. Pleasant and Greensburg will arrive in the city to-morrow in time to go out on the 1:45 train. McKeesport and Monongahela City members will go on the

morning train.

The commandery will take 400 members in full uniform and will be accompanied by its own band of 30 pieces. The band will remain in Cleveland until Friday night.

Arrangements have been made with the Detroit Navigation Company to run an ex-cursion to Detroit from Cleveland, on Wednesday. Opposition from the citizens of Detroit has made it difficult for the of Detroit has made it diment for the members of the Council to gain a foothold in that city, and the uniformed rank, seeing the benefit derived from large parades in this vicinity, is preparing to help the Detroit Council. The Weddel House will be the headquarters in Cleveland. land. Members who intend taking their ladies will procure tickets for the special train at the hall, as no tickets for this train will be sold at the depot. The members of the Supreme Commandery will go with the Commanderies to Cleveland commanded by Supreme Marshal J. Rhodes Miller. Marshal William M. Awl will have charge of

the commanderies.

Part of a Tuesday will be spent by the commanderies marching in a body to Lake View Cemetery where a special visit will be made to Garfield's tomb. The session of the National Council will

be the most important ever held. The pro-posed legislation, amendments to law and other matters already announced will keep the National body busy for three days at Anxious for Another Name. The change of name although overwhelmingly defeated last year, has not been downed. Representatives from at least two States have been instructed to reopen the

subject, and it is likely to give the members some trouble. instruction of the State Council of Illinois, the representatives from that State will ask the National Council to meet in Chicago in '93, during the Columbian Fair. The Jr. O. U. A. M. of that city have ar-

ranged with the management of the fair for what will be practically a Jr. O. U. A. M. Day, although it will be ostensibly a cel-ebration of Bunker Hill Day. The Pennsylvania representatives will go with instructions on two important matters honors of a Past Councilor upon such members who have served three years consecu-tively as Recording Secretary, Financial Secretary or Treasurer of a subordinate council. This will very likely be acted

upon favorably.

The other is to procure the amendment of the laws permitting Past State Councilors and Past National Councilors a voice and ond Past National Councilors a voice and vote in their respective State Councils, making it optional with State Councils whether such privileges shall be granted. The outside States will oppose it.

In all likelihood, the "color line" question will again be broached, and steps taken

toward the organization of colored men into a body with principles similar to those of the Jr. O. U. A. M. The general im-pression has been that such an organization, would be a benefit to the parent organization, and especially in the South.

They're Elegant for the Money.

Here's an extra special bargain we will affer to-morrow: We place on sale 250 men's passimere sack suits, neat patterns, checks plaids and hair-line stripes, good, desirable colors, dark grounds, with light mixtures, etc., for only \$6.75 each. Recollect that these suits are only to be had on Monday, as there's only a limited quantity. P. C. C. C., Pittsburg Combination Clothing Company, corner Grant and Diar

MOORISH awnings, elegant patterns, brill-iant fast colors, at Mamaux & Son's, 888

Penn avenue.