SATURDAY, JUNE 20, 1891. THE PITISBURG DISPATCH,



ho Has Been Ignoring Many Vital Facts Concerning the

KE ERIE SHIP CANAL PROJECT

Furnished Some Interesting Statistics by Commissioner Goodwin.

WILL INCREASE THE LAKE MARINE

the Editor of the Dispatch:

'he Marine Review, of Cleveland, in its ill ised and entirely indefensible opposition he Lake Erie and Ohio River Ship Canal ject, has editorially made, with referorough investigation of v to the report of the Pennsylvania umission dealing with that project, vari-

assertions calculated to discredit the assertions calculated to discredit the ject, some of which are simply illogical absurd, while others are distinctly conry to the facts in the matters to which y relata

y relate. n some instances of misrepresentation *Review* is, no doubt, ignorant of the and sailing vessels of the capacity of the consort, working independently, that the Hackett and her consort (properly rigged as a schooner), working independently, could less, speaks in the tone of one well in-med; but in others it will hardly plead is per cent more ore than they could when orance of the actual facts, inasmuch as so doing it would confess itself uninand in the very matters with which it trade in an average season than could the declared itself competent to deal as an Hackett with her consort. The two schooners could deliver 92 per

he Review seeks particularly to discredit findings of the ship caush roport in the consort, and the saving on investments in ter of applicability of lake vessels to tion of steamer, would compensate the de igation of a caual such as that recom-

ther of applicability of lake vessels to figation of a canal such as that recom-nded. The commissioner who is re-risble-for those portions of the report in which the aforosaid findings are based dit very properly ignore the absurdities potential by the *Essies*, but he feels in y bound to contradict the statements of fournal in question in which positive portschattions of the character or tener the report, or willful perversions or garh-is of official records, are made; and, in the *Raises*, he will, concurrently, here there panetice the more serious errors the *Raises*, he will, concurrently, here there panetize an accompanying ab lity. Ne maritime and associated commercial rests of the Northwestern lakes have or as a newspaper particularly devoted to adlity. The appearance of the *Marise* is such to the district of the generality directed the tablets. The appearance of the *Marise* is want in this regard; and with a desire to his journal establish a reputation for everal occasions, privately directed the trive to lake-marine affairs of, not local s, but mational, importance. And in efficiency in the past 25 rest and Ohio lity, we have everal occasions, privately directed the trive to lake-marine affairs of, not local s, but mational, importance. And in efficiency in the Pareness of individual vessels, state the there is a consense and one of the general strates the appearance of the bays and account books of the vessels respectively. The tables invector lake Eric and Ohio lever proves were computed by the com-sission. The classification of groups of 100 to so rung of the lake marine as it existed provent vessels were computed by the com-mission. The classification of groups of 100 to so rung of the lake than and oblic the provent were published. It covers the entire marine of published. It covers t Canal project (which the Marine Review latently entitles "The Pittsburg and Erie Ship Canal Scheme"), we have a particular pains to afford the Reviewing to be the special exponent of the and wishes of the ship owners of the and others interested in lake maritime craft. vullett statements of the statistica

r matter upon which the statistical r matter upon which the Grand ion has based its report declaring rection and operation of the canal feasible, and the canal itself, as a maintaining the irron-making in-of Eastern Onio and Western Penn-a positive necessity.

An Excuse to Withhold Facts t the Review, having said: "We must ad-that there is a great deal of data in the till of the Canal Commission) regarding ting property that is interesting as ument in favor of the whole scheme."

tery to tell its readers that this ical and other matter, presented by port, "is not interesting" to them, a news standpoint," and distinctly de-"brive it space." ownble inference from the statement e facts about the lake marine, pre-by the Canal Commission are not

" to the readers of the Review, is that Review believes that its readers, being

the whole plant, of 63 furnaces, the cost of delivery of ore from canal vessels to furnace stock pile will be about 53 per cent of pres-ent cost of handling between lake vessel and furnace stock pile. The Review says that to provide business for "this Pittsburg canal" the Canal Com-mission "would have the ship owners of the hakes discard an experience that has brought them to the ownership of the finest freight steamers in the world, and return to the tow-barges now almost extinct in the ore and coal trade, or the canal schooner, the history of which in the same trade will scon be for-gotten." "The entire report [of the Commis-sion in regard to the lake marine] is based on this inferior class of craft; although one of the modern ore-carriers will deliver in a senson as much as 15 canal schooners. The days of tows have gone by." The report of the Canal Commission contains nothing whatever suggesting the necessity for, nor hassociation with the service of the canal. The commission was not in any danger of filling into the error of recommending barge goas 1873 a gentleman, now a member of the commission mide for the A. & G. W. (now the N. Y., P. & O.) Railway Company a throongh investigation of the whole plant, of 63 furnaces, the cost of the aggregate tidewater tonnage (over 1,500 tons) was 74,336 tons in excess of lake tonnage of like class. is a magnificent one and commands the ad miration of every competent observer the world over. The Marine Review deserves the

world over. The *inclusive Return* deserves the thanks of the commercial world for its ex-cellent illustrations of the principal vessels of this fleet. It will, however, get no thanks from the shipowners of the lakes for putting them in the attitude of unconscionable brag-The foregoing statement shows the mis-

leading quality of the assertions of the Re-view in this particular matter. As to its assertion that the biggest and fastest steamers of the lakes are the ore and coal carriers of the lakes to the exclusion of vessels of othe classes, we have to repeat, what the report of the Canal Commission fully sets forth, that more than 25 per cent of the ore delivthat more than 25 per cent of the ore deliv-ered at Lake Erie ports for supply of the Alle-gheny-Mahoning-Shenango district comes in sailing vessels; and that of the entire fleet of ore and coal carriers on the lakes in 1889 (the year with which the report of the commis-sion deals; and the latest year for which we have, at this time, authenticated returns of the shipping of the lakes), more than 50 per cent were applicable to service in a canal such as that recommended by the commis-sion.

The Ore and Coal Traffic of the Lakes, and in his report thereon distinctly pointed

such as that recommended by the commis-sion. In making its investigations the commis-sion particularly analyzed the business of the L.S.& M.S. Companyig docks, at Ashta-bula Harbor, for the reason that the receipts of ore at those of any other one system of docks, on the lakes. Of the 1,009,920 gross tons of ore received at said docks, in 1889, 551 per cent came in sailing vessels; and of the sail-ing vessels bringing it 94.2 per cent were of leas than 1,000 tons, gross measurement, Fifty-three and seven-tenths (63.7) per cent were between 600 and 900 fT, and 33 per cent were between 600 and 900 fT, and 33 per cent were between 600 and 900 fT, and 33 per cent were between 600 and 900 fT, and 33 per cent were between 600 and 900 fT, and 33 per cent were between 600 and 900 fT, and 33 per cent were between 600 and 900 fT, and 35 per cent our and one-balf (34.5) per cent of all sailing vessels delivering ore at said docks, in 1889, have been built since January 1, 1880, and 19.25 per cent since January 1, 1880, and 19.26 per cent since January 1, 19.20 per cent were under 1,500 tons. Of the steam fleet de-livering ore, as aforesaid, over 92 per cent base here hult since B² and of these built (the ploneer consort-towing steamer) and her "consort" with that of similar steamers consorting." And, furthermore, that two chooners of the capacity of the Hackett's consort could not more money in the ore

The Lake Fleet of Freight Steamers

cent of the ore delivered by the steamer and were under 1,500 tons. Of the steam field de-livering ore, as aforesaid, over 92 per cent have been built since 1572; and of those built since 1572, 52 per cent are of less than 1,500 tons, gross. Of those of less than 1,500 tons, 17 have been built within three years ending June 30, 1889; and 23 have been built since June 30, 1886. Of these 23, 12 are of best than 1,000 tons each.

The Average Ore-Cargo Delivered at said docks at Ashtabula in 1889, by steam and sail together, was under 1,500 gross tons

Total number of cargoes, 606. The average total delivery of ore at said docks in 1889, per vessel, steam and sail taken together, vas 3,924,226 gross tons. Average total de livery of ore by the steamers (total number of steamers into total number of tons de-livered), was 4,960 tons. Of the schooners delivering ore as aforesnid, one group of 25 delivered average total of 5,298.84 tons; and one group of 10 delivered average total of 6,910.1 tons. Of two schoeners, built in and one group of 10 denivered average total of 6,90.1 tons. Of two schemers, built in 1874,of 563 and 845 gross tonnage, respectively, one delivered 8,839 and the other 5,001 gross tons. Of the coal shipped (in 1889) from L. 8. & M. S. Railway docks at Ashtabula, 55.1 per cent went in sailing vessels. The average of all cargoes of coal, so shipped, was 1,67.1 gross tons. Of 104 cargoes, shipped in 104 several vessels, 72 per cent were of less than 1,259 gross tons. Of 139 vessels taking coal cargoes, 62% per cent were of less than 1,450 gross tons coal capacity. These facts refute the assertion that "the big,fast steamers" do the ore and coal carrying of the lakes to the exclusion of vessels that are neither very big nor very fast. The statement of the *Review* that the schooners are fast disappearing from the inkes is a stonishingly audacions. The schooners are so far from disappearing that those of 400 tons and upward have increased in number at a rate exceeding that of the increase of the lake marine as a whole. There has been a decrease since 1872 in total number of sailing vessels on the North-western lakes; but this decrease has been entirely in vessels below 400 tons measure-ment. Total vessels (all classes) on lakes (ex-

port, is more explicit than any elsewhere published. It covers the entire marine of the lakes (Lake Champlain excepted), and is not, as the *Review* represents it to be, an exhibit of only the "inferior" classes of lake

Discrepancies in Exhibits.

Census bulletin No. 29 (February 4, 1891), prepared for the purpose of showing the changes that have taken place in the "floating equipment" of the great lakes since 1885, contains a table which on the face of it appears as an exhibit of the lake marine as in existed in 1889. The table, however, presents a view of certain classes only of the vessels

Total vessels (all classes) on lakes (ex-clusive of Champlain) in 1872 was 2,090; in 1889 it was 2,682, Ratio of increase: 1.2832. Ratio of increase of salling vessels between 400 and 1,500 tons: 2,026. Ratio of increase of steam vessels (all classes): 2.148. of the lakes; the bureau having seen fit to omit from this exhibit a large amount of tonnage, mention of which was in its judgment unnecessary to the showing (of changes as BATIO OF INCREASE OF STEAMERS. Between 1,000 and 1,000 tons.... Between 1,000 and 1,100 tons... Between 1,100 and 1,200 tons... Between 1,200 and 1,300 tons... Between 1,400 and 1,300 tons... atoresaid) for making of which the bulletin was complied. The figures of this bulletin have been copied by the Marine Review, and by many journals, technological and other, without any accompanying mention of the fact that the bulletin gives only a partial

RATIO OF INCREASE OF SAIL VESSELS. Between 600 and 700 tons..... Between 700 and 800 tons..... Between 800 and 800 tons. Between 600 and 1,000 tons.... Between 1,000 and 1,100 tons.... 2.000 showing of the lake marine. We call atter

Some Interesting Statistics. Decrease in sailing vessels under 200 tons, 3: between 200 and 400 T., 120; aggrega;c de-

GUILTY OF GAMBLING

Verdict in the Case of a Shell-Worker Down at McKee's Rocks.

BIG DAY FOR SUITS FOR DAMAGES.

Long List of Cases Eet for Trial in Criminal Court Next Week.

YESTERDAY IN THE VARIOUS COURTS

In the Criminal Court yesterday James Dougherty was convicted of being a common gambler. Dougherty was sued by George McDonald, of Chartiers, for running a shell game at a picnic at McKee's Rocks. When on trial he claimed to be a deputy sheriff of Fayette county. He said he had been in the city and borrowed the shell game outfit to run at the picnic for amusement. He had only played an hour and was a loser when arrested. Acting District Attorney Martin remarked that Dougherty resembled the Prince of Wales

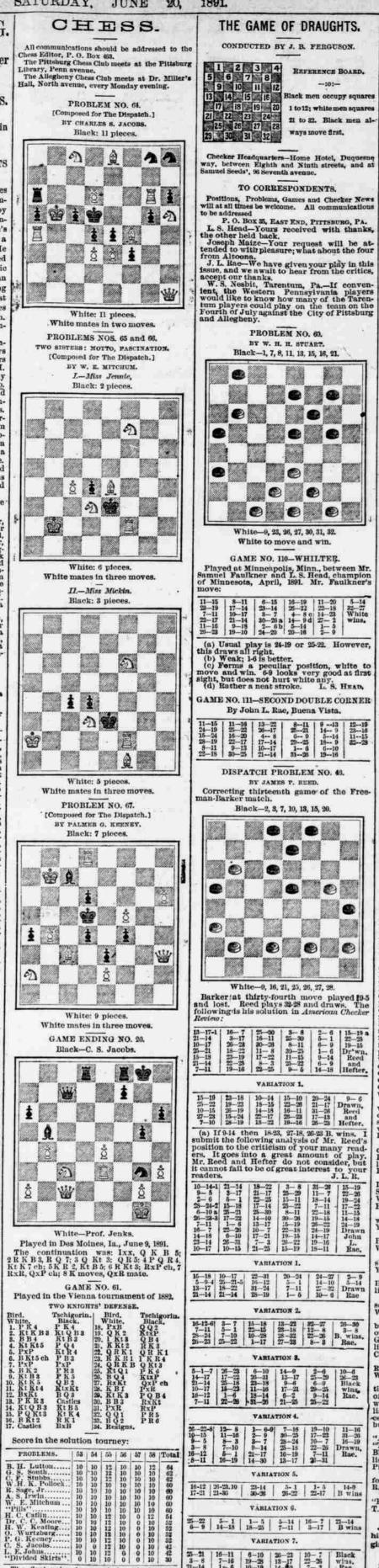
Dougherty resembled the Prince of Wales carrying a gambling ontfit around for fun. Dougherty was found guilty and recom-mended to the mercy of the court. William Madison pleaded guilty to ma-licious mischiet. He was sentenced 30 days to the workhouse. Edward Chambers pleaded guilty to assault and battery. H. McPhillamy was convicted of the larceny of some brass from Howe, Brown & Co. William Mangan and George Burns pleaded guilty to breaking into a car on the Penn-sylvania Railroad and stealing 700 cigars. George Townsend was convicted of the lar-ceny of \$48 from Hubert Menzel. Adam Weisser was convicted of burglary, dn rob-bing the house of Charles Alpern. John bing the house of Charles Alpern. John Miller was convicted of the larceny of a stove from the house of John Ashhouse. John Helmack was convicted of aggravated assault and battery. William Hayes was found guilty of unlawfully cutting and wounding John R. Brown. The grand jury yesterday returned the following true bills:

following true bills: M. Bennett, William Dieel, M. Gardner, Jacob Rein, Charles Weisburg, selling liquor withont license; M. Bennett, William Dieel, Jacob Rein, selling on Sunday; F. Affelder, misdemeanor; John Conion, James Harring-ton, aggravated assault and battery; Patrick McKale, Joseph Ryan, felonious assault and battery; John Welsh, mayhem; Frank Robin-son, carrying concealed weapons; William Fiding, battaval, U. T. Richardson, false

LOTS OF WORK LAID OUT.

Lengthy One.

 Common wealth vs A. G. Budd, allas Fitz-simmons (3), G. B. Williams (2), Charles M.
 Clark (2), Emma Clark (2), Cora Wyatt, Laura Hill, alfas Snowden, Daniel F. Dichi, Jerome Jones, David Robinson, James Ryan, Patrick Golden, J. M. Bair, Joseph Yam, Edward Legrand, J. Colbert (2), J. F. Dawson, F. Massey, P.
 Kennedy (2), George A. Leape, John T. Brown, J. D. Martz, J. Kane, R. Washing-ton, G. W. McWilliams, William Beebe, M.
 Gruber (2), L. G. Gerst, S. Lavin, Mary Lester, Martha Livingston, William Mirray, Ellen Monahan (2), John Riley, Thomas Spoarline, Jr., John Spoarline, John Slattery, Becky Rittko, A. S. Ludwick, William Bald win, Samuel Yates (2), Katharine Bulkore, M. Kerinie, Stephen Jackson, Thomas Mo-keever, P. Lannon, V. Kellmer, William Hillmer, William Weigold, J. McGuitre, Will-nam Marshall (2), H. Lutz, H. Teurfel, B. Ma-horn, F. Davis, H. Tarr, S. Lavell (3), H. Morrison, Violet Murray, M. Mundy, Allen Manka, A. Smith, R. Bagby, Emory Godfrey, J. Taukent, J. Dreber, Julia Boyer, J. Hayward, H. Morrison, James Morris, Jerome Murray, John Malloney, Hugh Parker, P. Russell, J. Webster, W. Griffin, G. Weit-haus, William Ackman, S. Barkers, William Bates, H. Freiman, William File, C. Ecker-man, M. Fitzgerald, L. Baker, F. Toniski, P. Maden (2), Mrs. M. Bane, P. Shafer, B. Will-imms, John Golden (2), Patrick Herron, C. B. Jordan, Amelia Jones (3), Johanna Mo-Carthy, Pat McQuail, John Paradine (2), Peter Truey, (2), Thomas Swarzer. simmons (3), G. B. Williams (2), Charles M.





Finest settings and newest designs.

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This great purchase will occupy the whole of the counter to right of center aisle, TO-DAY

battery: John Welsh, mayhem; Frank Röbin-son, carrying concealed weapons: William Riding, betrayal; U. T. Richardson, false protenses; George Zoog, stealing from em-ployer; William Watts, G. B. Williams, J. H. Wilson, larceny; Charles M. Clark, Emma Clark, receiving stolen goods. The ignored bills were: William Hulings, Charles Lorach, Henry Meyers, selling liquor without license; Henry Meyers, keeping a gambling house; Henry Split, Minnie Mitzen, immorrality, James S. Ekey, administering a stupefying mixture; W. A. King, horse steal-ing; Frank Powell, larceny. Next Week's Criminal Court List Is Ouite The following is the weekly trial list for the Criminal Court next week: Commonwealth vs A. G. Budd, alias Fitz-

informed in the matter generand recognize the authenticity of the presented by the Commission, and erceive the force of the "argument vor of the canal scheme," based on incise and the readers of the Review airly conclude that the paper deliberharry conclude that the paper deliber-c withholds from them these facts, re-less of everything but its interest, what-that may be, in discrediting the cenal me. With this view of the matter a eland contemporary has taken exception a course of the Mariae Review in pro-oring the canal scheme "unfensible," and write it without any show of views chig the canal scheme "unfensible," and umfeig." without any show of reason. Menicus says that there are several d reasons why the canal project is pro-ced impracticuble, at first thought, by who are well-informed;" and presents ppart of this statement two proposi-in the of this statement two proposi-in fact. One of these propositions is versed suited to invigation of a canal as "int proposed-inving locks 300 x condum size. UNIX vib "full size. and

versatis suffed to mytigation of a canni as that proposed—having locks 300 x toricing size, (315 x45' full size), and ling B foot of water over lock-silis— list being removed from the like ng," the other is that the canal, con-ted as proposed, would not bring ves-to the furnices, "cannot be made" to do so the Errisen says. The Review might ways for ome show of reason claim excuse for g this statement if it could show that made on authority of some person aght to know;" but it will hardly find

cought to know," but it will hardly find isinctory excuse for its reckless and y misleading statements relative to the emarina," of which statements that quoted is not the only example. Supply to the exceptions, above men-t the Bereice pleatus. "The term "hum-tures not applied to the canal scheme by wring Berner. It was used by Mr. M. A. ," and proceeds to argue that as Mr. a is Provident of the Chapin and other. resident of the Chapla and other a companies, is controlling owner in log steel ore and coal carriers and e shipper of ore and coal, he is cerrge supper of ore and coal, he is cer-qualified to give a "practical opinion" canal project. Perhaps Mr. Hanna o information in the canal matter ex-that the Renew saw fit to give him. In case he was but

Poorly Prepared to Pass Judgment he scheme in question; but he may have and the representations made to him the business." Why draw the line at 2,500 at much inquiry as to details, and in

cily," as the Review suggests) declared by the Review as that on which the charigntion was made, to wit; that the canal not he made to bring the ore vessels to

Hanna is President of the Claire Fur-Company, of Sharpsville, and presumanews how the "Claire" furnace, at eville, is situated. If he does, he knows and directly upon the bank of the reactional could dessely upon the route of for the main ship transl and that insignificant cost and without interwith any milway nor other works The with any railway nor other works in existence, a canal vessel may be addited interview of the stock houses and ore-ing fractions of the furnace. The same thous exist at several other furnaces units in the showing Valley. Stated in a forther in This Pirrishing and April 2: "Of the 23 stacks in the angle Valley is stand directly alongside and valley and the others are within

Thin 'conveyor' distance: the others per on the cambronic or very near it. farmers near Pittsburg all are within onveyor tange of one or another of

showing of the lake marine. We call atten-tion to this matter in order that those who have compared the figures of the bulletin with those of our exhibit of the entire lake marine, as it existed in December, 1889, may understand the cause of the wide discrepan-cies between the two exhibits in question. Census bulletin No. 66 (May, 1891), gives ex-hibits of the entire lake marine as it existed tibits of the entire lake marine as it existed becember, 1889, and in the total number of sailing and steam vessels, respectively, hall-ing from United States ports on the great lakes (Champlain not included in the Campl Commission tables) agrees with the exhibit for 1889, found in the report of the commis-

Lake marine, December 31, 1889, as shown by cen-sus bulletin No. 66 (May, 1891), and by ship canal report (February, 1891)1 BULLETIN NO. 66. | SHIP CANAL REPORT.

Steam Vesuels. Steam Venuela.

Sailing Vessels.

Schooners, schooner yachts, barks (3) and "rigged barge" Sloops and sloop yachts Sailing Vessels. burney, barges, a burney, scows, yachts and burney, and sloop, and sloop, 42 Total ...

Aggregate vessels.....2,687

The Lake Marine Tonnage.

Following its statements that the entire report of the Canal Commission (relative to applicability of lake craft to canal service) is based on a consideration of the "inferior" vessels of the lakes, only; and that these inferior vessels (the "little" craft, that could get through locks 300'x44' in the clear, with 15 feet of water on the sills) are "fast being removed from the lake marine," the Review asserts that "the lakes own more steam vessels of 1,500 to 2,500 tons than the combined ownership of this class of vessels in all other parts of the country. This class of fast steam tounage is used in the ore and coal trade of the lakes. Caual vessels cannot compete for

tons? There were in service on the lakes, in of those representations may have |158, several acrow steamers of over 2,600 |157," as the Review suggests) declared tons, "gross" tonnage. There were three of annul project a "humbug." But he, cer-iy, could not have characterized the mens a "humbug" on the ground speci-ment, including five paddle steamers that

ment, including five paddle steamers that an not ore carriers. The list for 1880, given in the Canal Com-mission report, shows 143 "steamers" of 1,500 tons and npward, on the lakes (exclusive of Lake Champlain), but this list did not in-clude three passenger steamers, which may properly be rated in this class. Including likes three vessels there were on the North-western lakes, in 2890 one hundred and forty. western lakes, in 1889, one hundred and forty-six (146) steam vessels of 1,500 gross tons and LEVIE TO THE FEE

Three of these were "composite" vessels,

alts in the shearing Valley. sinted in a letter in The Pitrsnum and April 20 "Of the 23 stacks in the mgo Valley is stand directly alongside and route, and the others are within reach by cable conveyors. Of the unit ces of the Mahoning district two at ard and one at Youngstown are not thin "conveyor" distance: the others.

rease 253. Increase in vessels above 400 T., 120. Ultimate decrease 173. Total sailing vessels, in 1989, of 300 and up to 400 T., 162; tonnage, 54,166; 400 T. and up

ward, 238; tonnage, 161,238; aggregate, 400; tonnage, 215,404 T. Of these 400 20 are over 1,000 T.; aggregating 25,437 T., average about 1,272 T. By topping their booms the largest of these

can pass a lock 300 feet clear length. One schooner, 1,444 gross tons, is 231.4x40.3 feet; one built in 1882, of 1,676 T., is 263.7 feet by 38.4 feet; one built in 1883, of 1,847 tons, is

278.8 feet by 38.8 feet. These vessels can make more money at lake and canal rates than they can at lake

rates. This is clearly shown in report, ap-pendix "F." Exclusive of the vessels of pendix "F." Exclusive of the vessels of over 1,000 T. we have 189,967 tons of sailing craft exactly suited to canal work. This fleet has carrying capacity of 247,241 gross tons of ore, and in 12 round trips would carry down the canal 3,000,000 tons of ore and bring back 2,700,000 tons of coal. That is the sailing fleet only. Of steamers between 500 and 1,200 gross tons, in 1859, there were bit. Increase since 1872, 57. Ratio, 1451. Of steamers between 400 and 1600 gross tons there were, in 1861, 248. Increase of 22 since 1872. In-crease in number of steamers (including all classes),1872 to December 31,1889,765. Increase in vessels below 200 tons, 452; between 200 and 400 tons, 55. Total increase in classes below 400 tons, 55. Total increase in classes below 400 tons, 54. Decrease between 400 and 500 tons, 18; between 600 and 700 tons, 11. In 1872 the biggest steamer measured 1575 tons. In 1889 there were 13 above 1,600 tons, of which 3 were paddles. "Canal" steamers of 500 to 600 and from 700 to 1,200 tons are not "disappearing." The ratio of increase in these classes is much greater than that of increase of steamers greater between 400 and 1,600 tons, 10. 1889 there were 157 above 1,600 tons of steamers al-together. In 1889 there were on the lakes of screw steamers between 400 and 1,200 tons, 18. between 1890 tons, 18, 1990 tons 1890 tons, 1800 tons, 1800 tons, 175 between 400 and 1,000 tons, 1800 tons, 1800 tons, 175 between 400 and 1,200 tons, 1800 tons, 1800 tons, 175 between 400 and 1,000 tons, 185 tons over 1,000 T, we have 189,967 tons of sailing

1,215 32

screw steamers between 400 and 1,200 tons, 178; between 400 and 1,300 tons, 198; between 400 and 1,400 tons, 221; between 400 and 1,500 tons, 22. In addition to our ficet of 580 "canal" schooners we have a fleet of nt least 200 steamers suited to canal work.

The Advantage of the Canal

to the iron producers of the Offio and Penn sylvania districts hereinbefore named, is indicated by the above-mentioned difference in through rates on ore: Without the canal, \$2 01; with the canal, \$1 20 per ton. Were the completion of the canal within a given time an assured event, vessels would be built, in anticipation of the opening of the waterway, to carry fully 3 000 gross tons on 14 foot draft. Even now (June, 1891,) we have the new steamer E. C. Pope bringing 2,741 gross tons of ore, from Lake Superior,

on 14 feet 1 inch draft. To be sure, the Pope is 337x42 feet, and would not pass locks of the size recommended for the ship canal; but a steamer 300x44 feet would pass such locks

 and the administrating district two distributions are not and to try-eight (14s).
 be an end to compare of the other and the control of the other and th want, at

BIG DAMAGES DEMANDED.

One Suit Filed for \$100,000 and Others to Somewhat Less.

Yesterday was quite a day for the filing of damage suits. Ernest M. Wilkie and wife, through their attorney, George C. Wilson, filed a statement in their suits against Edward Wind for \$2,500 damages each. It was stated that on April 26, 1891, Mr. and Edward wind for \$2,600 damages each. It was stated that on April 28, 1891, Mr. and Mrs. Wilke were out riding in their carriage on Penn avenue. At the corner of Penn avenue and Winebiddle avenue, Wind drove up behind them in his carriage. He drove into them, striking the hind wheel of their carriage and upsotting them. Mr. and Mrs. Wilke were thrown out and both severely hurt. Mr. Wilde's side was hurt, his legs bruised and his clothes ruined. Mrs. Wilke was bruised, had her arm hurt and her clothes ruined. Each asks for \$2,500 dam-ages. Charles McKibben, guardian of the five minor children of the late Charles Achen-heil, entered suit in their behalf against the Baltimore and Ohio Railroad to Company for \$100,000 damages for the death of their father. Mr. Achenheil was killed in a wreck on the Baltimore and Ohio Railroad in Ceefl county June 20, 1890, while on his way from Balti-more to Pittsburg. William Burns entered suit against 'Squire A. W. McMillan, of Chartlers, for \$25,000 dam-ages for faise arrest. He claims that he was fulsely arrested for larceny, and compelled to pay a large amount of illegal costs before he could procure his release.

CONTEST FOR A LABEL

Two Preserving Houses Struggling for Possession of a Trademark,

An argument was heard by Judges Ewing, White and Magee yesterday in the case of Heinz Bros. against Lutz Bros. The suit was brought to restaain the defendants from the alleged infringement of a label used on preserved fruits, etc. The plain-tiffs claim that the defendants have closely imitated their label, to the defendants' an-novance and loss. The defendants assert that they did not

The defendants assert that they did not imitate the plaintiffs, and that they have a perfect right to use the label they do. At-torney Bakewell appeared for Heinz Bros, and Attorney Potter for Lutz Bros. De-cision was reserved.

To-Day's Trial List.

Criminal Court-Commonwealth vs James P. McDonald, William Pohl, James Mc-Donough, Gus Schwartz, Amanda E, Schweiger, Charles H. Smith.

Briefly Told Legal News,

A DIVORCE was granted yesterday in the ease of Mollie M. Burry against Leonard J. Burry. Desertion was the charge,

LOUIS WERTHEIMER yesterday entered suit against the Iroquois Furnace Company to recover \$3,325 76, claimed to be due for cast-ings sold to the defendants.

J. B. RENO yesterday filed his first account as assignee of Fleming Brothers. He credits himself with \$28,164 paid out, making a hal-ance due him of \$419 43, which he paid out over what he had received.

REMINISCENCES of Blaine when he was Speaker, by the Chief Clerk of the House during his term, will be a strong feature of to-morrow's issue of THE DISPATCH. Blaine is still pre-eminently the man of the hour.

Ohio Pyle, Pa.

The B. & O. R. R. will sell excursion tickets to Ohio Pyle every Sunday during the summer at rate of \$1 50 the round trip. Train leaves depot at 8:15 A. M.

H. J. Lynch, 438-440 Market Street,

SOLUTIONS. Problem No. 59-C. S. Jacobs-Q to Q B 8. Problem No. 60-James Pierce-Q to K B 1. End Game No. 25-1 QxP ch. PxQ; 2 B B 6 ch. K Kt 1; 3 KtxP mate. Correct solutions of problems and end game from H. Ernst, New Orleans, La.: Otto Wurtzburg, Grand Rapids, Mich.; P. G. Keeney, Newport, Ky., and George S. South, Allegheny, of the problems from O. C. Flem-ing, McKeesport. Will offer ladies' spring jackets, reefers, embroidered fichus, lace capes, jerseys and summer shawls at greatly reduced prices for the next 20 days. Call and see them. WS

"Divided Skirts" 0 10 10 0 0 10 30 The first prize is awarded to Mr. Lutton. He will please notify us at his earliest con-venience which two of the prizes he selects. As Messrs. South and Stubbs tie for second prize, they are each allowed the privilege of choosing any one of the remaining 16 prizes. Dunis should be pointed out separately from the solutions, and by grouping the moves together so as to show what moves constitute the dual. If white makes the same two replies in answer to 20 of black's moves there is but one dual. A short mate stops duals. We cannot decide what moves were intended to constitute each dual, and have therefore not taken them into consider-ation.

SOLUTIONS.

LACE CURTAINS at any price you may want, at Welty's, 120 Federal street, 65, 67, -JULES VERNE'S new story begins 69 and 71 Park way. THE DISPATCH to-morrow

wrongs. This is the weak point of Mr. Stickney's valuable work. We cannot agree with his conclusions; but his frank and unprejadiced statements of fact give his work a peculiar value and authority. It is published by D. D. Merril & Co., St. Paul. The following new books have been re-ceived during the week: "Biography of Dio Lewis," M. D., by Mary F. Eastman. Pub-lished by Fowler, Wells & Co., New York; J. R. Weldin, Pittsburg. "Looking Forward; for Young Men, Their Interest and Success," by Rev. George Sumner Weaver, D. D. Published by Fowler, Wells & Co., New York; J. R. Weldin & Co., Pittsburg. Summer Weaver, D. D. Published by Fowler, Wells & Co., Now York; J. R. Weldin & Co., Pittsburg.
"A Colonial Reformer," by Rolf Boldre-wood. MacAillan & Co., publishers, New York; J. R. Weldin, Pittsburg.
"The Enchanted," by John Bell Bouton. Publishers, Cassell & Co., New York; J. R. Weldin, Pittsburg.
"Hints to Power Users," by Robert Green-shaw, M. E. Publishers, Cassell & Co., New York; J. R. Weldin, Pittsburg.
"Hints to Power Users," by Robert Green-shaw, M. E. Publishers, Cassell & Co., New York; J. R. Weldin, Pittsburg.
"Health Without Medicine," by Theodore H. Mead, Dodd, Mead & Co., New York, pub-lishers; J. K. Weldin & Co., Pittsburg.
"My Lady Nicotine," by J. W. Barrle; Cas-sell Publishing Company, New York; J. R. Weldin & Co., Pittsburg.
"Younger American Poets-1830-1800," edited by Douglas Siaden, B. A., with an appendix of "Younger Canadian Poets," edited by Goodridge Bliss Röberts, The Cassell Pub-lishing Company, New York; J. R. Weldin & Co., Pittsburg.
"Down the Ohio," by Charles Humphrey Roberts, A. C. McClurg & Co., Chicago; J. R. Weldin & Co., Pittsburg.
"The Best Fifty Books of the Greatest An-thors," condensed for busy people. Sketchess of the entire contents of the 59 most famous works in the whole range of literature. Pub-lished by Nineteenth Century Book Con-cern, Buffalo, N. Y.; J. R. Weldin & Co., Pitts-burg.
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Black wins by catching man on 15. J. L. R.	Iron City beer is sold. It is pure and wholesome. Telephone 1186.	to all and have made it the most
VARIATION 9.	anotopomic. Totelanone rives	somelas and have made is the moos

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1-5 | 5-9 | 28-24 | 24-19 | 22-15 | 9-18 10-14 | 19-28 | 23-32 | 15-24 | 13-17 | B. wins The B. & O. R. B. will sell excursion tickets to Wheeling every Sunday at rate of \$1 50 the round trip. Train leaves depot at 8:30 A. M.

MILLIONS of rolls wall paper to be sold at a price, at Welty's, 120 Federal street, 65, 67, 69 and 71 Park way. TTS

We would like to hear from some of our critics on the above play. J. Brown, of the Woonsocket Reporter, gave out some time ago that none had dared to show where the game was lost. Reed showed the draw, and Mas. WixsLow's Soothing Syrup for child dren teething relieves the child from pain.

VARIATION 7.

VARIATION 8.

VABLATION 9.

VARIATION 10.

(a). 7-11 gives black a strong draw.

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his new story, "The Californians," which be-gius in THE DISPATCH to-morrow,