broken away from the union and are back at work. Agent Swartz was seen, but he declined to say what plan had been adopted. "That is an internal matter belonging to ourselves. I will say, however, that our union will not be injured. we know just who have gone to work and We know how we are going to get them back. But that is our business."

Agent Adams said the men who had returned to work through force of circumstances would be dealt with very leniently and the chances are they will not be asked to pay any fines at all.

Agent Snyder said the cause had been hurt most by men returning to work who were able to stay out. With this class of deserters the unions propose to be more severe.

Agent Swartz said: "Mr. Irwin was largely responsible for our defeat, and I saw three weeks ago that we were losing. But the Strike Committee had not the power to declare the strike off until the District Council said so. It has not authorized us to do so and we are relieved of the responsibility."

Immense Losses on Both Sides.

The losses to both sides were fully outlined in Thursday's DISPATCH. They were very heavy, amounting to over half a million dollars in wages to the men, which cannot be made up in many years to come. The bosses lose heavily through work not done, but they claim they have an opportunity to regain a portion of their lost time. It will be difficult for the community in general to regain its loss. There is scarcely an industry that has not felt the effects of the prolonged strike and none will be more pleased that the difficulty is at an end than the merchants.

The architects have been figuring all week on work that can be finished this season, and the prospects are, that if all the trades get to work a fair amount of business would be done. Among the business architects are S. T. McClarren, Thomas Boyd, T. D. Evans and W. Ross Proctor. There are some contracts, however, whose execution would extend into next year, that have been canceled.

Now that the carpenters will return at the old rates, a comparison of their wages with those paid other trades is interesting. Stonemasons receive 45 cents an hour; bricklayers, 50 cents; painters, $3 a day; slaters, $3 50; plasterers, $3 50; plumbers, $3 50; tile layers, $2 80, and carpenters, $2 75.

Might Have Had an Increase.

The carpenters receive the lowest wages paid any of these trades, and it is admitted on all sides that if they had made a demand for an increase in pay the merits of their case would never have been disputed. But the men relied on the promise of their leaders and the telegram of P. J. McGuire, of May 4, in which he denied the reports that the strike was not authorized, and in which he promised said, telling the men to "hold firm," had much to do with their staying out so long.

The painters' difficulty promises to result in a complete division of the district. Agent Jewell says he will positively contest the right of the five unions who have deposed him without authority, and as they took part in the election he will compel them to take part in paying his salary.

Fresco Painters' Union No. 88 held a meeting at 3 o'clock yesterday afternoon in which it was resolved to take a decided stand against all shops in which the new rules of the master painters were posted and re-declare all such shops non-union until they are withdrawn.

THE SHERIFF IN CHARGE.

Duquesne Now Under the Guard of County Officials.

Sheriff McCleary and about 20 deputies went to Duquesne yesterday. It is said trouble is expected, although none has occurred yet. From present indications the strike will be stubborn one.

No work is going on at the works. The company is still firm and says it will start up with non-union men. The men who now claim that the committee having charge of the Amalgamated scale will have to be recognized by the firm are the same that took the places of those belonging to the Knights of Labor and who lost their positions through it during the big struggle two years ago.

PIPE FOR THE FAR SOUTH.

A Local Firm Figuring on Some Very Extensive Orders.

The American Tube and Iron Company has received an order for the Matheson joint pipe from the Sandwich Islands. The demand for pipe is increasing and the same company will shortly figure on a large order for Mexico and contemplate some extensive deals in South America.

The company, which has its local headquarters at 167 First avenue at present, will shortly move into the Monongahela House building.

The Proposition Accepted.

The proposition of Dr. Charles J. Eames, of Pittsburg, to build an iron and steel plant on San Diego Bay, near San Diego, Cal., of 100 tons daily capacity, for a subsidy of $200,000 in cash and land, has been accepted by the Chamber of Commerce of that city and a committee appointed to perfect the plans.

A New Tempering Tank.

James Leppan & Co., boiler manufacturers, are erecting a large tempering tank for tempering the armor plates to be made in the new armor-plate mill of Carnegie, Phipps & Co., Limited, at Homestead, Pa.

Industrial Notes.

CANTON is to have a new woolen mill.

MEADVILLE is to have an electric railway.

THE Lippo Coal Company, of Massillon, Ohio, has assigned. Liabilities $15,000.

THE borough of Andover is in the midst of a building boom, the result of the fire last fall.

WORK has been commenced on the foundation of the new roller grist mill at Springboro.

A COMPANY has been organized at Lancaster to manufacture refrigerators and ice machines.

C. A. COFFEE'S packing industry has been started at Washington, Pa., in the Hazel Glass Works buildings.

THE Ford City Plate Glass Works will return to the use of coal, it is reported, on account of the scarcity of gas.

THE iron business at Wheeling is reported rather dull. The Belmont mill is idle and the La Belle is not running full.

STEUBENVILLE will lose its prosperous furniture factory. The Pearce Furniture Company will remove to Staunton, W. Va.

THE new coal company at New Castle will be known as the Thompson Run Coal Company, and will open mines near Ellwood.

MCKEESPORT Councils refused to approve the report of their printing committee in awarding contracts to W. T. Nicholson, of this city.

IT is said that a leading local wagon manufacturer is negotiating for the purchase of a site for a mammoth establishment at McKeesport.

A CHARTER was granted in Harrisburg yesterday to the California Coal Company of Washington. Robert and M. Jenkins of this city are stockholders.

BRIDGEWATER'S citizens are indignant because the United Glass Company will not manufacture glass in that village, and have determined to build a factory for the manufacture of both window glass and bottles.

THE Upper Twollek woolen mills of William B. Hill, at Indiana, which have been in operation for over 40 years, have been furnished with new machinery and steam power, and are now ready for another term.

JUDGE REED, in the United States Circuit Court, yesterday filed an opinion in the suit of the Belmont Nail Company against the Columbia Iron and Steel Company, directing the receiver to turn over the estate to the company, and he will vacate the receivership when accounts have been settled.

HUMOR—Bill Nye has written to Uncle Jere Rusk for a few seeds wherewith to make his farm in Buncombe county, N. C., blossom as the rose. See to-morrow's big issue of THE DISPATCH.

DANGERS OF TRAVEL.

Require That a Booking System for Passengers Should Be Adopted by the Railroads.

NO RECORDS IN CASE OF WRECKS,

And Often Charred and Mangled Remains of Unfortunate Victims Can't Be Identified.

AGENTS ADMIT SUCH A PLAN IS NEEDED,

But the Greatest Difficulty Is to Avoid Delays at the Ticket Windows.

The terrible wreck at Ravenna, and the difficulty experienced in identifying the charred remains of the dead, has led to the suggestion that the railroads of the country should adopt the booking system for passengers. It is even pushed to the point that a national law should be passed to compel the roads to keep a record of the people they carry, so that in case of accident their friends can be notified and the public would know who was killed. The ocean steamship lines and some of the lake vessels find it to their advantage to use such a plan, and the officials of a steamer would rather try to fly than leave a port without a record behind them of all the souls on board. If so much care is taken with passengers on the high seas and great lakes, why should the present free-and-easy system be allowed to exist on the railroads?

Many Graves Never Marked.

In the Chatsworth wreck, several years ago, some of the dead were buried, and to this day their graves are marked as unknown, while possibly somewhere in the broad land a mother mourns a lost child, or a longing wife waits in vain for the return of a missing husband. Their prolonged absence is wrapped in profound mystery which could easily have been explained by a little precaution. If the reports of eyewitnesses are true, some of the killed at Ravenna will never be identified.

The advantages of such a system are apparent. The most important has already been named, that of knowing the dead. With the present plan of selling tickets it would only require a few additions to the clerical force in the offices. The ocean steamers demand the name and address of each passenger, their age and a slight description on some of the lines is insisted upon. If the ship is lost the company knows at a glance over its records who went down with it. If a similar system were adopted by the railroads Inspector McAleese says it would be a great help to the police in tracing criminals and getting the number of aliases they travel under.

Views of Some Passenger Men.

Several passenger men and agents were asked yesterday for their views, which they gave freely. It was a problem they often thought about, but the question is how can it be remedied. Travelers themselves are largely held responsible for the present plan. They never buy their tickets, as a rule, until the last moment, and as time and railroad trains wait for no man, they are most impatient to get their change and piece of cardboard which entitles them to a ride. The truth is that most men would regard it as an imposition to ask them to fill up a blank giving their name and address, and the chances are many of them would refuse.

The nearest approach to the booking system reached by the railroads is in the thousand mile books and the commutation tickets. The company requires the signature of the buyer, but no address is given, and for purposes of identification the tickets are useless, as the officials cannot tell on what train the person is riding. For short distances such a plan could be avoided, but it is argued that on through trains the system should be adopted. For example, to places like Philadelphia and New York the Pennsylvania and Baltimore and Ohio roads ought to know who is traveling on each train, but they don't, and in the event of accidents the greatest difficulty is experienced in identifying the dead.

A Simple Plan Proposed.

Speaking on this subject one of the agents at the Union depot said last evening: "I have often thought of a simple plan which the company could use without much trouble. It would increase the work for the conductor, but if he has too much to do, one of the brakemen could attend to it. Let the railroad prepare blanks for the name and address of passengers and have a place for remarks. When the train pulls out, the brakeman could distribute them among the people, and they could fill up the spaces. If any questions are asked he could easily explain to the passenger what it is wanted for, and no sensible person would object. The slips could then be collected and sent to the main office and we would thus have a record of each train. It seldom happens that all the train crew are killed in a wreck, but I see where such a thing is possible, and the record of the train would be lost. The trouble is to devise a simple system which will expedite the sale of tickets. The public won't put up with delays at the window, and you would soon have a mob around you howling for transportation. If they bought their tickets in advance, as they do for steamships, it would be an easy matter. I have no doubt the railroads would be willing to increase their clerical force to carry out the booking system if the people will have the patience to wait at the ticket windows. When a traveler insures his life we have a record of him, and it requires a little time to fill up the blanks, but the number who take this precaution are few in comparison with the crowds that travel on railroad trains."

Not An Easy Scheme to Work.

Thomas S. Spear, local passenger agent for the Union Pacific road, said: "The idea is a good one, but it would be hard to carry out in detail. When I sell tickets to the West, I generally get the name and address of the passenger, but not always. To any point beyond the Missouri river, however, we require it. The road also employs agents at Chicago, Council Bluffs, St. Louis and Kansas City to look after the passengers, to see that their baggage is transferred properly and to furnish any information they may desire. I notify these men when passengers are coming, and after they have passed through their hands they send me a postal card announcing the fact, and as far as these places I know how my people are getting along. I usually keep the cards about a week and then destroy them, as they pile up and would fill the office. I find it a good plan, for I can keep track of my passengers, and I know that the men in these places have helped them. As far as the Missouri river also we have special agents on the road who take up the tickets and give passengers a slip with their name on it. The conductor has nothing to do but run the train. These agents work for the auditing department, and at any time the auditor by a reference to the tickets can tell who has gone over the road. This system is not in use on any other Western line. The booking plan, however, would be the most accurate."

Carefully Watched by the Agents.

The fact is the far Western passengers are carefully watched by the agents. Their business is solicited to begin with, and it is a common sight to see the agents of Western lines at the depot seeing a passenger, family or a company off for the West. They even condescend to carry the babies, and on such occasions never fail to learn the names of passengers and all about them. The information gained by these agents is often very useful in the case of accidents. The booking system could easily be used with long-distance tickets, as people usually dicker with the representatives of a half dozen roads before they buy, and the scramble around the ticket window is unknown.

F. E. Randall, General Agent of the Detroit and Cleveland Navigation Company, said they have the booking system on their boats. He agreed with the others interviewed that it would be a good scheme to use on railroads, but he had the same objections to urge. He added, however, that something ought to be done to secure a record, even if it does take a little time. He always acts on the old maxim that an ounce of prevention is worth a pound of cure, and all men, like Randall, would be wise to follow this principle.

BRANCHING OUT WELL.

Schools of Medicine and Law to Be Established Under the Auspices of the Western University—A New Departure Expected to Do Well.

The most important event in educational circles has been a move made this week by the two institutions of advanced instruction in this county—the Western Pennsylvania College of Medicine and Surgery and the Western Pennsylvania University. Chancellor Holland's activity and success during his brief discharge of the duties of his new office attracted the attention of the eminent physicians and surgeons who have built up here a school of medicine and surgery from a mere suggestion to a graduation class this year of over 50, and they decided that mutual interests with the university would be to the benefit of both institutions. To that end these gentlemen suggested to the authorities who dominate on Observatory Hill that such fraternization could be accomplished.

To men of the business judgment of the university trustees this proposition presented large possibilities, and it can be now stated as a fact that the medical and surgical department will be a prominent feature in the university's promising future. The details of this arrangement are yet to be perfected, but they will be completed without difficulty.

Another important move by the university people is yet in its infancy, but if encouragement can accomplish anything, it will also be a live, wholesome reality in the fall. That is a law department at the same university, or under its fatherly care some place in this city. There are four prominent lawyers on the Board of Trustees. They, in connection with the Chancellor, will complete a plan for a course of law lectures, and there will be placed within the reach of students the great advantages of instruction by the best equipped legal minds at the bar. The Bar Association has not taken any action in the matter as yet, but a large number of its members have expressed a hearty willingness to secure that body's indorsement of the project. It is not quite decided just how provision will be made for this department, but that is a matter of detail that will not puzzle the brains used to more knotty problems. The nearest law school to this city is Philadelphia, and westward and in other directions stretches a wide field for operations. Considering that over 50 young men have been admitted to practice law in this county alone within the past year there does not seem to be any question about success.

DIPLOMATIC—Our relations with China, by the well-known and polished writer, John Russell Young. First letter of a series from him in THE DISPATCH to-morrow.

FARM LABOR SCARCE.

The Eight-Hour Craze Seems to Have Drawn the Country Help Into the Cities—Allegheny County Tillers Can't Get All the Assistance They Need.

It would seem that the eight-hour idea has taken possession of people pretty largely, as well as the desire to crowd into cities, notwithstanding the discomforts of urban life and its exactions which bear heavily on the poor. It was noted sometime ago that while thousands of people were on strike in the city and many others scarcely able to make ends meet, and thousands of others in other cities were unable to get enough to eat, yet farmers were unable to plant a full crop for want of help. It was the supposition that laborers disliked rural life, and hence the shortage, but Henry Beckert, who runs a garden farm on Troy Hill, Allegheny, states that he never before had trouble to get help, but that this year his entire business is suffering for want thereof. He has exhausted every resource at his command. Years ago, Mr. Beckert says, they got all the hands they needed and good ones, though there was more general demand for laborers than at present. After work was over some of their hands would sing like nightingales and relations were generally pleasant.

Thus, it would seem as though the labor world had suddenly grown tired and had joined the eight-hour movement, but it isn't likely it will win the farm, as even if wages were reduced accordingly, the farmer could not save his harvest unless on a guarantee from his help that it would work overtime for overmoney. The movement, if carried much further, may result in the employment of much more labor-saving machinery on farms. Owing to our hilly country much less machinery is used in agriculture than in the West, but a way out must be found or farms will be abandoned. At present poultry appears to offer the only alternative, as garden farming, to be remunerative, requires large capital and help—intelligent help, too, and the kind that will brave inclement weather without stickling as to time, for work of this kind, to pay, must be done at times regardless of comfort.

There is a case in point in which a farmer who raises mixed crops, this spring paid $1 25 per day, wet and dry, and board, and yet could not get steady help. This was equal to $52 50 per month, a sum that when Allegheny county farmers found much better markets than at present, would have employed two men who would have considered themselves well remunerated.

THEY PUMPED ON SUNDAY.

Captain Wishart Sues Four Oil Operators for Working on That Day.

T. J. Vandergrift, Cyrus Underwood, William Young and Solomon Toringer filed into Alderman Rohe's office yesterday morning to answer charges preferred against them by Captain Wishart. These charges were three in number—one for each of three oil wells—and alleged that defendants did pump oil from these wells on the Sabbath. They pleaded guilty to the charges, and Captain Wishart withdrew the suits, so that Alderman Rohe had not to pronounce the sentences of the law against them.

Alderman Rohe last night did not know whether Captain Wishart was about to proceed against other oil men. Neither did he know whether any more cases would be brought before him. He was prepared to hear them, if so.

FICTION—Jules Verne's great story, "The Californians," is running in the Sunday issue of THE DISPATCH. Two thrilling chapters to-morrow.

Knocked Down With a Beer Glass.

Ellen Lindsey, of Clark street, made an information before Alderman Cahill, yesterday, charging Fred Tow with assault and battery. Mrs. Lindsey alleges that Tow struck her on the head with a beer glass which knocked her down and cut a deep gash on her head. Tow was arrested and committed to jail in default of $300 bail for a hearing Monday.

A VAGRANT'S VISIONS.

He Returns to Find Many Changes After an Absence of Long Years.

FLEEING AWAY FOR THE FOURTH.

A Southside Man Quietly Passes the Rubicon During His Sleep.

SNAP SHOTS ON TWO CITY'S SCENES

He was a tramp. His blue shirt, the worse for wear and collarless, nondescript and ill fitting garments, slouch hat with most of the rim gone and brogans denoted that. Any doubt was dispelled by a glance at his ne'er-do-well appearance and general air of indifference to the buffetings of fortune which characterized the man as he stood at the corner of Fourth avenue and Grant street last evening. He was an old man, probably 60, and he boarded the electric car, which he presently hailed, in a feeble manner. A DISPATCH reporter chanced to follow him into the car.

The old man sat down beside a woman with a child on her lap. Both were neatly dressed, and the child's white frock brushed up against the old man's knees. The entrance of the tramp attracted the child, and, in turn, its mother, who ostentatiously gathered the child's dress away from their neighbor, casting at him a look of disdain. Some women are so constituted. The tramp left his seat at once and took another beside the reporter opposite, and addressed him after a moment in a modulated tone and an accent that denoted refinement.

"Pardon me," he said; "I understand there is music at Highland Park this evening. Am I on the right car?"

He was on the right car.

"I used to belong in Pittsburg," the old man went on when he had received his change, "but that was a great many years ago, fully 40 years—a lifetime—and I only returned here a few days since. I scarcely remember the city, so many changes in its appearance have occurred in that time. I have seen potatoes dug where those squares of houses now stand, and all along here was farm land." And in this way the tramp summed up recollections of his early days until the terminus was reached. And this old vagrant, who did not seem to have ten cents to his name, conversed with an intelligence on subjects of the day which would have done credit to a Depew.

"Do they charge for admission to the park?" inquired the old fellow anxiously, as he followed the crowd up the hill. He was quickly relieved on this point. During the evening the reporter once more came across the old man. He was lying on the grass, within 20 feet of the bandstand, waiting for the music that didn't come.

"Are you enjoying yourself, sir?" He started as if suddenly awakened from a dream.

"I am happy," was his sole response.

SOUR ON SERENADERS.

An Alleghenian Who Thinks They Ought to be Suppressed.

Said an irate Alleghenian to a DISPATCH man yesterday:

"I wonder if there is any law for the suppression of these so-called serenaders? I am no crank on this subject. Indeed, I think the custom a pretty one, but when a band of night owls start out in fancied imitation of the Christmas waits of England, or the troubadors of Sunny Spain, and makes night hideous with discordant howls, I kick.

"Last night such a party congregated near my house and for more than an hour tortured the midnight air and disturbed the rest of many weary folk by the 'infernalist' performance ever perpetrated in the name of music. The burden of their song was: 'Farewell, my own true love, fa-a-a-a-rwell; fa-a-a-rwell.' This was repeated over and over, with a maddening monotony, till at last they were dispersed by an irascible old gentleman, who shouted from his window: 'Farewell, you; to-morrow I get a gun.' Now, what I have to say is, if *Romeo* must twang his light guitar and warble his song of love beneath *Juliet's* window, let him first learn to sing, and then let him be gentle about it."

A NIGHT OF FESTIVITY.

The Thurman Club Celebrates With Eloquence and Sweet Music.

Last evening was a night of festivity at the pretty rooms of the Allen G. Thurman Club, 1918 Penn avenue, Twelfth ward. The occasion was a reception in honor of the name the club had taken. The rooms were gaily decorated with flags and patriotic emblems. Notable among all was a portrait of the "Old Roman" wreathed in flowers and draped with silk flags and surrounded by a circle containing the pictures of the Presidents of the United States.

The opening address was made by William Ryan, President of the club. He extended a cordial welcome to those present. He was followed by Martin Shaffer, who read the Declaration of Independence. Addresses were made by Hon. John Kearns, Hon. William Fagan, both of Harrisburg; Alderman McKenna and W. J. Brennen. The musical part of the exercises was under the charge of the Mt. Troy Mandolin and Guitar Club, consisting of Richard and Max Rosenkeimer, John Jordan, Thomas McDaniels and John Morrison. At the close of the addresses a banquet was held and a delightful time furnished every guest.

WORKING THE SOUTHSIDE.

Confidence Men Finding a Fertile Field There for Their Operations.

Workers of confidence games of various kinds seem to be working the Southside for all it is worth. A few days ago the "express package" racket was worked with great success. Three dollars apiece was what it cost the victims, as was related in yesterday's DISPATCH.

Yesterday afternoon a sad-eyed young woman, with a pitiful tale of desertion in a strange city, out of money, etc., succeeded in working upon the softer side of several benevolent persons to the tune of the price of several tickets to Cleveland, and probably various other places.

PASSED AWAY IN HIS SLEEP.

Sudden Death of a Southside Boarder in the Prime of His Life.

Yesterday morning Patrick Mathews, who boarded with John Mangan, on South Eleventh street, was found dead in bed. He had evidently passed away in his sleep.

The family had heard no noise, and was greatly surprised to find him dead, as he had retired the night before in his usual good health. He was 50 years of age and unmarried.

SUIT AND CROSS-SUIT.

The White Wives of Two Negroes at War With Each Other.

A double suit was heard before Alderman McPike last night. It was the suit and cross-suit of Minnie Christy vs Cecelia Sellers for assault and battery and disorderly conduct.

Both are white women, young and good looking. Both are married to negroes, and the cause of the suits was a fight for the possession of a basket. Each was fined $5 and costs.

Bold Robbery in Knoxville.

A bold robbery was committed in Knoxville Thursday night. The house of A. Zimmerman was entered by means of a rear window of the second floor. The house was thoroughly ransacked, but only a suit of clothes, a gold watch and a small amount of money were taken. Mr. Zimmerman was formerly proprietor of a hotel on Carson street.

TWO JACK THE RIPPER DOGS.

An Allegheny Lady the Possessor of a Couple of Murderous Canines.

Allegheny boasts two "Jack the Ripper" dogs. They are the property of a very charming young lady. For some months they have been developing their murderous propensities, and, much as it grieves their fair mistress, she has decided to let the law take its course with them. They are very clever dogs, and many of the brother and sister dogs now owe their position in the happy hunting grounds to their efforts. They are "pals" in the murdering business, and slick ones, too. The smaller one is the decoy, and when he sees a strange dog near the yard he wanders out and wags his tail and shakes his head and uses every possible means to gain the confidence of the strange cur and become chummy with him. He seldom fails to accomplish his object, and when success crowns his efforts he entices the victim into the back yard. Once there the other dog—an immense one—sets upon him and takes his life in the most fiendish manner. The poor unfortunate is literally torn to pieces and his remains are scattered over the entire yard.

The young mistress has always grieved over the depravity of her dogs, but not until recently has she decided to let the law take its course. The decision is the result of a strike on the part of her little brother, who declares that he will no longer officiate as a canine undertaker.

ALL TRAINS CROWDED.

People Will Travel When Given a Cheap, Excursion Rate.

The Union depot was crowded with people last evening who took advantage of the excursion rates to pay friends a visit or go East for a little pleasure. No extra trains were run, but the cars were full and it was necessary to add extra ones on all the through trains.

The scenes in the station reminded the trainmen of a holiday. There were the usual number of good-natured drunks, who gave the officers plenty of trouble, but as to-day is the Fourth they were allowed to proceed on their journey. The young bloods who will paint New York and Atlantic City to-day, and then talk about it for the next six months, were well represented, and altogether everybody seemed bent on a good time and all were happy.

A number of Germans left to take part in the singing contest at Newark to-day, but the majority of them from the two cities went over the Baltimore and Ohio Thursday evening.

Bills and Pay Rolls Allowed.

The Allegheny sub-Committee on City Property met last night to consider the monthly bills and pay rolls. Those of the city property proper were $1,288 99; of the library, $331 11, and of the wharves and landings, $157 88, a total of $1,777 98.

Snap Shots at Local News.

BIDS were advertised for yesterday for the remodeling of Allegheny City Hall.

THE directors of the Sixth ward school, Allegheny, met last night and re-elected the present staff of teachers.

ELMER HOLMES, a brakeman on the Baltimore and Ohio Railroad, had his right hand badly crushed yesterday while coupling cars at the Glenwood freight yard.

THE motormen and conductors on the Second Avenue Electric line had their photographs taken on their cars yesterday morning, in front of the carhouse at Glenwood.

AT the Allentown United Presbyterian Church Rev. S. W. Douthett, the pastor, will preach at 10:45 A. M. to-morrow on "Together Until the Harvest;" at 7:30 P. M., "Heart Religion in the Home."

PRESIDENT HENRY, of the Pleasant Valley Street Railway Company, expects important results from the tenth annual convention of the National Street Railway Association, to be held in Pittsburg, October 14.

THERE will be services morning and evening at the Eighth United Presbyterian Church, Observatory Hill, Allegheny, to-morrow. Morning subject, "Sabbath Observance;" evening, "The Pure in Heart."

WILLIAM GYNN, a colored man, jumped off the Mansfield accommodation at Mansfield, and was badly cut about the head. When he arrived at the Union depot he refused to go to the West Penn Hospital and was turned loose.

AT the First Unitarian Church, corner Ross and Diamond streets (old University building), there will be service at 11 A. M. to-morrow by Rev. Charles E. St. John, of Northampton, Mass. D. W. Morehouse, of the American Unitarian Association, will also be present.

THERE was no concert at Highland Park last night, owing to the heavy rain in the early evening. The band did not appear and the expected crowds anticipated disappointment in a visit to the park and also stayed away. The next concert will be held Tuesday night.

THE Prison Board of the Western Penitentiary has awarded the contracts for furnishing the supplies to the institution for the ensuing year. Peter Beilstein secured the contract for over 600 pounds of meat a day. Arbuthnot & Stevenson were given the contract for drygoods.

MAGISTRATE SUCCOP'S report for June shows a total of 252 arrests, the majority of which were drunks and disorderly conduct. One hundred and nine of these paid fines amounting to a total of $880 60; 42 were committed to the workhouse, 37 to jail, 2 to Morganza, and 62 were discharged.

DIPLOMATIC—Our relations with China, by the well-known and polished writer, John Russell Young. First letter of a series from him in THE DISPATCH to-morrow.

FIGHT IN A VACANT LOT.

A Pair of Pugilists Arrange a Set-To and Land Behind the Bars.

A fight occurred on the vacant lot at Thirty-first street and Liberty avenue shortly before 11 o'clock last night, between William Hanlon and Thomas McGovern. The fight was in the nature of a regular prize fight. A ring was set, and each man had a second. John Burns acted in the capacity for Hanlon, and Frank Driscoll officiated for McGovern. Max Fell was referee.

The fight lasted for about 15 minutes. Each man was beaten about the face to such an extent that he could hardly be recognized. Captain Unterbaum and several officers arrested the principals, the seconds and the referee. A large crowd was present, but escaped. The fight originated from a trifling dispute.

MADE A NARROW ESCAPE.

A Duquesne Conductor Jumps in Front of a Car, but Is Not Injured.

A conductor on the Duquesne Traction line came within an inch of losing his life yesterday morning. Two cars were within a short distance of each other on Forbes street, Oakland, when the conductor of one jumped off to run into a livery stable nearby after his lunch pail. As he did so he stepped right in front of the other car.

The latter struck him and his hat was hurled through the window, breaking it. Passengers started from their seats, expecting to see the man killed, but through some peculiar circumstance he was uninjured.

HAPPY JIMMY'S RECORD.

A Man of Muscle and Stomach to Appear at the Park To-Day.

The Milton Verner Republican Club of the Twenty-fourth ward, is backing "Happy Jimmy" in the sports at Schenley Park to-day. He is to run one mile with a wheelbarrow in 7 minutes and 30 seconds, and will be presented with a suit of clothes if successful.

He has a record of carrying a 225 pound man 200 yards and eating two quarts of boiled milk and bread, both in 15 minutes.

BRACING UP ON BEER.

Thirty-Seven Million Glasses Sold in This District in a Year.

HALF A BILLION SMILES ANNUALLY

Including Whisky and Other Beverages Are Disposed Of.

FOURTEEN JIGGERS A MAN PER DAY

The temperance people held their regular convention a few days ago. Had they had the figures of this internal revenue district before them they might have been inclined either to more emphasis, or to a conviction that their disinterested efforts in the cause of total abstinence were not appreciated, and their seed sown on stony ground. A visit to the revenue office in the Hamilton building shows that during the month in which the Prohibition party convened, June, there were 37,781,250 glasses of beer sold in the Pittsburg district—nearly all of it in Pittsburg and Allegheny—or 81,250 barrels. The man in the beer department said the consumption was keeping pace with the growth of population, so it would seem that during the year the combined crooking of elbows on the beer question alone amounts to about 350,000,000 crooks. The lowest beer sales for any month in the year were 42,000 barrels.

Millions of Smiles Yearly.

Beer and other malt liquors and wines do not appear to be displacing the old-time native beverages to any great extent, as during the month of June the revenue from whisky was $211,773, against $168,066 for June, 1890. This is an increase of over 25 per cent. As the average drink of whisky is considerably less than a gill, the sales were over 100,000,000 drinks of whisky, which, added to 350,000,000 glasses of beer, and including wine and mixed drinks of all kinds, gives in round numbers 500,000,000 smiles for the year. This is equal to 1,000 drinks per capita per year for the inhabitants of the county—not three a day for each—but as ordinarily the head of the family does the drinking for all, and as he is one to five, he, if the supply were equally divided, would get some 14 jiggers every 24 hours, which ought to be enough to keep his clay fairly moistened. There is another matter to be taken into consideration; there are at least several thousand adult males in the county who do not indulge at all, so the remainder are more abundantly supplied than the first calculation would indicate.

Prohibitionists' Work Cut Out.

Allowing the average drink of whisky to cost 10 cents and that of beer 5 cents, the drink bill of this district amounts to $35,714,357 15 for the year. In the olden time, when almost everyone drank ardent spirits, three jiggers a day were considered sufficient for a male adult, except in harvest time, but our forefathers were not subject to nervous disorders as we are, and didn't need so many bracers as we do. Considering that they organized the whisky rebellion when the consumption per capita was only one-fifth as much as it is at present, can it be thought strange that Prohibitionists find their job a Sisyphus task. Besides our bread costs us nearly one-fifth as much as our tamarack does.

All this is under the Brooks law, and it looks just possible that, if our new iron-bound and copper-bottomed substitute is allowed to go into effect, drinking will still further increase, as it all looks much like, in results, the fencing of buckwheat straw. The same rate of increase is noted in Philadelphia where Mr. Brooks, the author of the famous high-fence law, has just assumed the position of internal revenue collector. Mr. Brooks is in a position to get some very practical knowledge on the subject, which of nearly all others has afforded the most work for legislators during the past 41 years.

DIPLOMATIC—Our relations with China, by the well-known and polished writer, John Russell Young. First letter of a series from him in THE DISPATCH to-morrow.

ONE WEEK'S WEDDING TRIPS.

Mr. and Mrs. Cameron Start Away as if Nothing Had Happened.

Mr. and Mrs. J. C. Cameron, whose marriage took place under strange circumstances Thursday night, started East early yesterday morning. They will have to be back in a week to answer for the stolen diamonds. Cameron is well-known in Lawrenceville, and the story of his having had knowledge of his proposed wife's actions is generally discredited.

Mrs. Duff, mother of the bride, is unable to explain the cause of her daughter's actions. She says plenty of money could have been provided for the wedding without stealing diamonds. Beyond those mentioned yesterday no further cases of missing jewelry have been traced to the bride.

NO EVIDENCE PRODUCED

To Show That Mrs. Eva Snyder Was the Cause of Her Sister's Suicide.

Mrs. Eva Snyder, a sister of Virginia Benedict, who committed suicide last week at 111 Grant street, was given a hearing before Alderman Donovan on a charge of disorderly conduct. The charge was made by Mrs. Emma Hackett.

The latter in her testimony stated that she believed the defendant was the cause of the action of Miss Benedict, but did not substantiate the statement or prove any disorderly conduct and the suit was dismissed.

A FEATURE—John Russell Young, a leader in the world of letters, will contribute to THE DISPATCH every Sunday. First letter to-morrow.

To Renters With Power.

Persons engaged in light manufacturing are directed to the advertisement of commodious rooms to rent in the building 75, 77 and 79 Diamond street, with power, electric light, an elevator and janitor service included in rental.

Great economy and better facilities than can be had elsewhere. Central situation. Following are some of the rooms:

About 100x60, lighted on all sides and from central area, with power, electric light, steam heating and janitor service, $2,500.

60x30, with power, light, steam heating and janitor service, $1,000.

28x18, with power, electric light, steam heating and janitor service, $600.

Also spaces with power and light and heat as low as $400.

Apply to John T. Shields, second story Dispatch business office building, corner Diamond and Smithfield, between 11 and 4 P. M.

STEINWAY, CONOVER, OPERA,

The Most Popular Pianos.

These three are the most celebrated and trustworthy pianos of our time. The Steinway requires no praise at our hands. Its superiority is fully established. The Conover is the next great piano. It needs no praise, either, for to hear and see it is to love and to buy it. Then comes the charming Opera piano, of which make there are thousands in the best families of Pittsburg and neighborhood. A splendid fresh stock just arrived at H. Kleber & Bro.'s, 506 Wood street, and which will be sold at but a small advance over cost and on accommodating terms. The Kleber Bros. are preferred by the big majority of piano purchasers, because of the splendid reputation for honest dealing and unfailing musical judgment. Old pianos and organs taken in exchange.

BLAINE.

AFTER a sleepless night use Angostura Bitters to tone your system. All druggists. TTSSU

BLAINE.

FEW FIRES ON THE FOURTH.

Records Tell a Tale in Favor of Fire-Crackers—Chief Brown Does Not Believe in Spoiling the Boys' Fun When No Damage Is Caused.

If the fire record to-day is not greater than that of the Fourth of July one year ago she will be fortunate. Notwithstanding the fact that fireworks and crackers have been promiscuously used in the city for several years past, the number of fires has been comparatively small.

Last year there were but four alarms, one of which was a still alarm, and none were serious. In 1889 there were two more. In 1888 there were 12 alarms during the day, but no fires of any consequence. Since 1874, when the great fire occurred in Allegheny, the Fourth of July has been unattended by large conflagrations in this city.

Special preparations have been made for to-day in order to prevent a break in this good record. There will be no holiday for firemen, and all the engine houses will be equipped with the full number of men. Although nearly 100 policemen will be required at Schenley Park, the usual reserve force will be quartered at No. 1 Patrol station, ready to respond to all alarms of fire in the First district, and assist the firemen by controling the crowds. Chief Brown's position regarding the use of explosives in the city has been fully sustained by the records of the past few Fourths.

"I am a firm believer," said the Chief last night, "in allowing all the privileges possible on the Fourth of July. The boys must have their fun, and as long as they do no damage to property there should be no objections. The police will interfere with nobody shooting firecrackers to-morrow, except where they are used in alleys and backyards. While they keep on the open streets they will not be molested. Of course there is danger of frightening horses with loud explosions, but owners of nervous animals should be content to keep them in the stable at least one day in the year. The Fourth of July is a dry affair to the boys unless they can smell powder, and I do not believe in depriving them of their pleasure."

RELIGIOUS—Bessie Bramble has attended Dr. Talmage's Brooklyn Tabernacle, and describes the experience in THE DISPATCH to-morrow.

FORERUNNERS OF THE FOURTH.

Several Small Accidents Resulting From the Use of Explosives.

As indications of what is to come to-day there were several small accidents last night from explosives. This is the list:

A 10-year-old boy, Albert Richardson, was playing with loose powder near his home on Park way, Allegheny, yesterday, when it exploded and burned his face, hands and arms in a very painful manner. The boy's hair and eyebrows were badly burned also.

Mike Murray and Patrick McLaughlin were, with their friends, shooting off rockets at the corner of Wylie and Bedford avenues last night, when McLaughlin fired a rocket directly at Murray. The latter crossed the street to where McLaughlin was, and as he came up McLaughlin picked up a brick and threw it, striking Murray in the face, breaking his nose and cutting his face badly. McLaughlin was arrested and landed in the Eleventh ward station and Murray was attended by Dr. Foster.

A firecracker set fire to the roof of a bake shed owned by M. Kennedy, at 215 Erin street, yesterday, and caused an alarm of fire from station 21. The damage did not amount to more than $10.

Joseph Zimmerman, a boy who lives at 359 Webster avenue, shot himself through the left hand last evening while fooling with a revolver. The bullet, a 22-caliber, passed through the back of his hand, inflicting a painful wound. He was attended by Dr. Irwin.

At the corner of Elm and Bedford streets Charles Moore got too close to a big Jackson cracker when it exploded last night, and received the force of the explosion in his face.

FASHIONS—Illustrations and descriptions for home dressmakers in THE DISPATCH to-morrow.

GIVEN A CHANCE TO SETTLE.

Why a Sheriff's Writ Wasn't Placed on the Records Yesterday.

Yesterday afternoon after court closed a writ was placed in the hands of the Sheriff which calls for an execution of $16,229 against P. Wagner, Jr., the shoe dealer, for the benefit of the Pittsburg Shoe Company. The confession of judgment was made by Mr. Wagner.

The writ has not been executed, and the instructions to the Sheriff are not to take any action until further proceedings on Monday. No record has been made of the matter at the Court House, as it is expected that Mr. Wagner will settle the account today. It was for this reason the matter was kept off the records.

EDUCATIONAL—A resume of the events of the week that may go down in history is a feature of each Sunday issue of THE DISPATCH.

DR. B. M. HANNA. Eye, ear,