

CHILDREN OF THE VAN

Thousands of Wandering, Wretched, British Vagabonds.

OUTCASTS, IN MISERY AND WANT.

Great Philanthropic Work of George Smith, of Coallville.

EFFORTS TO BETTER THEIR CONDITION

(CORRESPONDENCE OF THE DISPATCH.)

CHICAGO, Nov. 19.—In my last article on this quaint old English village, I gave a brief outline of the work of George Smith, of Coallville, in rescuing the children of the brick yards and canal boats of England from their former frightful condition of slavery, ignorance and misery.

The half of it all could not be fittingly told in an entire volume. But when the social history of England is written, this unlettered and furiously persistent philanthropist must stand as the greatest and most practical child-saver of his time.

After between 20 and 30 years of labor through penury, scoffing and cruel discouragement, with a few later years of generally recognized eminence and national respect, this is the record as it now stands.

Alone and unaided, he has emancipated 30,000 brickyard boys and girls from a condition revolting beyond contemplation or description; and he has also, alone and unaided, rescued more than 40,000 canal boat children from a life of still more brutal slavery, incessant degradation, and unnamable immorality and social crime.

This has been accomplished, he believes, through divine aid, and in and through the provisions of his bill, if carried out, would cause the registration of all Gipsy and other traveling vans; bring each one under constant surveillance; and finally give him all the same as with the lodging houses of the great English cities; prevent the present horrible overcrowding of tents and vans, and take the children out of the streets and children compulsorily into the public schools, but wholly free of expense to their parents, by a system of free pass books for the Gipsy family which may be temporarily barred.

EDGAR L. WAREMAN.

ALLIANCE plans detailed to Carpenter by the new Mayor, Mayor Fisher, in THE DISPATCH to-morrow.

WHERE TO GO— No Need to Be Puzzled.

In the language of an immortal (?)—"How tempus does keep fugiunt!" We are wont to note the passing seasons by certain events or happenings.

Hardly had the practical workings of the bill been put into operation, when George Smith, of Coallville, began storming Parliament in behalf of another class of semi-savage and heathenish children.

While our own country has for more than 100 years been depleting the ranks of English and Scotch Gipsies, Mr. Smith estimates the present number to be about 100,000.

However this may be, there are as many more humans who are not gipsies, standing in the same relation to the British public. These have, perhaps, intermarried with the real Roman, or possessing no relationship of blood or marriage, have fully taken to the most objectionable traits and customs of British gipsy vagabondism.

Mr. Smith has no patience with sentimentalizing over English gipsies. He is filling out his bill, and his friends of the American roads and ways, through their infinitely more favorable conditions, enjoy true gipsy prosperity and lead the Roman's genuine idyllic life.

Worth Looking At.— Turn to the press—their teeming sheets survey, big with the wonders of each passing day.

To the Saloon and Private Trade.— As the season is now at hand for ale and porter, the Straub Brewing Company take pleasure in announcing to the saloon and private trade.

A Rare Chance.— For some good man that understands the saloon business. Will sell all or half interest in the saloon, and restaurant in Canton, O. Have other saloons and cannot give it all my time.

REAL ESTATE SAVINGS BANK, LIM.— 401 Smithfield Street, Cor. Fourth Avenue. Capital, \$100,000. Surplus, \$75,000.

GIVEN AWAY.— Every Day This Week. Your picture free and handsomely framed, with every dozen. Cabinets, \$1.

Misery in the Gipsy Waggons.— Among these folk, on the outskirts of London, in one wagon I have seen a poor woman dying; in another a man who had been gipsying was gasping for breath; in another a woman was at death's door; and at another about to die, in which I had crept on all fours, there sat at the entrance, upon a brick in the mud, a poor old, present day Gipsy girl of 7 years of age, but no heavier than a child of 1 year.

Another Express Car Robbery.— MISSOULA, MONT., Nov. 20.—Yesterday afternoon two masked men entered the Northern Pacific express car, on the Missoula and Cour d'Alene Railroad, and, at the point of their guns, made Express Messenger Case open the safe and give up all the money in the car.

Will it be a jacket or a cape newmarket? Nov. 21 to-day. BOGGS & BULL.

Style's Suitings.— For a good-fitting dress, business suit or overcoat at moderate prices go to Pittsberg's, 434 Wood street.

Time Lock.— And double automatic lock operating device—German National Bank safe deposit vault.

What are you doing? "It is now 9:45."

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MODERN SHIP CANALS.

Colonel T. P. Roberts Discusses the Advantages of Waterways.

AMERICANS AWAY BEHIND EUROPE

He Strongly Indorses the Ohio River and the Lake Erie Project.

ASSURED SUFFICIENT WATER SUPPLY

A highly interesting lecture on the modern ship canal was delivered to the students of a few invited guests of the Western University, Tuesday afternoon.

As a preface to his remarks Colonel Roberts devoted some time to a review of canals of the past, stating his belief that they had been abandoned too soon and that their possibilities had never been fully developed.

The history of canals dated back to the Roman Empire, and China claimed to have had a canal 6,000 years ago, though nothing is known of its size or importance.

Little is to be said of the early European and Asiatic canals, he continued, for their importance was so trifling that they were forgotten by the world.

Before the days of locks it was impossible to build a canal of any size, for the water courses, and ascents and descents were impracticable by the methods in vogue.

After the time of locks canals were introduced in the United States, and the first one was completed in 1812, but its main lines were not completed until 1835, which year marked the relative decline of Philadelphia as a commercial port.

Mr. John B. Roberts, who conducted the survey for the Canal Commission, figured that the canal would permit the passing of 4,300 vessels, upon which 6,000,000 tons of freight could be carried.

The length of the canal from Pittsburg to Beaver is 212 miles. Its first level, after passing the six locks, is 212 feet above the level of the sea.

The French Government owns and controls the canal, and has adopted for its standard of inland barge canals, a size capable of passing 300-ton boats.

English, Scotch and American dress goods in such variety and excellence of style and quality as even this establishment never before.

Maybe the sudden blizzard was responsible for the effect, but the cloak department was the center of attraction.

Of canals upon which steam power can be applied to moving vessels of any size and tonnage, the only one in the world is the Tehuantepec ship railway.

Large ship railways, requiring three trucks or six tracks, cannot turn curves of less than several miles radius.

It is unlikely that existing conditions in the transportation world will be disturbed by the proposed canal, for the study of large canals have been discussed in the United States for many years.

When we look abroad we see the enlargement of old and the construction of new ship canals and where the interests benefited equal in no cases that which would be lost by the construction of a canal.

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A WORLD IN THE PARK

Prof. John Riley Wants the Universe Placed on Exhibition.

PANORAMA OF THE AERIAL BODIES.

C. L. Magee Will Be Asked to Buy the Machine for Schenley Park.

THE PROFESSOR FOOLED BY A GERMAN

John Riley, a scientist and astronomer, whose home, when he is not soaring among the stars, is at 288 Colwell street, has a well-laid plan in hand for filling his pockets with ducats and at the same time enriching the human race with knowledge hitherto unthought of.

Most of the great men he believes books do not convey ideas in detail, and he has therefore prepared charts of the universe in style which he declares will show the workings of the universe so plain that the most ignorant will understand it.

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Where the Water Will Come From.— The Lake Erie and Ohio river ship canal project is one in which a water supply is of paramount importance, and upon the determination of which rests its feasibility.

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No Trouble About a Water Supply.— The water supply can easily be doubled at small expense, and I have little patience with those who make a fuss about it.

Whoever steam power has been introduced as a substitute for manual labor or horse power, it has been found that the use of the canal is with everything else.

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JUDICIAL DECISIONS

Judge Ewing to Decide To-Day Whether Ballot Boxes Can Be Opened—Some of the Points Brought Out by the Attorneys for the State.

THE STAYTON-WYMAN CONTEST FOR THE ALLEGHENY MAJORITY

Mr. Bennett, one of Wyman's counsel, refuses to say what their line of defense will be.

During the past two weeks an immense amount of arithmetic has been expended in calculating the probable effect of the opening of the ballot boxes, and only one thing has been definitely settled, and that is that certainly not more than one or two of the affidavits required to be taken by those whose names are not in the registry list are made in accordance with the law, and the Supreme Court ruled that every affidavit must be complied with in order to make a vote legal.

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KNOW IN PITTSBURG

The Man Alleged to Be Responsible for Straton's Death Worked Here.

The death by fasting of G. Henry Straton in a New York museum created considerable talk among the museum people of Pittsburgh.

Elmer Collins, of this city, was in the fasting match with Straton.

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THE PENNSYLVANIA VALLEY ROAD

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CHILDREN'S AND MISSES' CLOTHING. \$1.50 ALL-WOOL JACKETS for Children 4 years old; \$1.75 for 6; \$2.00 for 8; \$2.25 for 10 years. \$3.00 ALL-WOOL BEAVER JACKETS, from 4 to 12 years, in Blue and Brown. Reduced from \$5.00. \$5.00 MISSES' BLUE BEAVER CLOTH JACKETS, from 12 to 18 years. Reduced from \$7.00 for Saturday only. \$5.00 CHILDREN'S AND MISSES' GRETCHENS. Reduced from \$7.50. \$5.00 MISSES' NEWMARKETS. Reduced from \$10.00. \$6.75 MISSES' ASTRACHAN-FACED JACKET, 14, 16 and 18 years. Reduced from \$8.50 for Saturday only. \$10.00 MISSES' FUR-FACED JACKETS, 14, 16 and 18 years. Reduced from \$15.00. FLEISCHMAN & CO., 504, 506 AND 508 MARKET ST. IRON AND STEEL BUILDINGS, ROOF TRUSSES, COLUMNS AND GIRDERS. PITTSBURG BRIDGE COMPANY, Thirty-Eighth St.