FIGHT FOR A STREET.

Downtown Merchants Make a Strong Stand Against the

PROPOSED EXCHANGE RAILROAD.

The Courts Will Be Asked to Prevent Its

Construction. ITS EFFECT UPON RETAIL BUSINESS

The property owners and storekeepers along Market street are very much opposed to the proposed exchange railroad. They were taken by surprise and didn't have time to file a protest, but the end is not yet. The indications are that the courts will be asked to enjoin the building of the road on that narrow thoroughfare.

· Paul Hacke arrived from the East Sunday evening, and he was very indignant when he heard of the project. Yesterday afternoon he visited the business men on Market street between Fifth avenue and Liberty street, and, as he expected, found that none of the proprietors had heard of the scheme. Verner, the shoe man, Fleishman, Rosenbaum and Schildecker & Co. were very much surprised to hear of the scheme, and they are all opposed to it.

The complaint is made generally by Fifth avenue merchants that the cable road has burt their business. The carriage trade is a big thing in any city, and since vehicles are not allowed to stand along the avenue, shoppers have gone to storekeepers on quieter streets. In the fine dress and silk departments of the stores on Fifth avenue there has been a large falling off in the trade due to this cause.

No Room for Teams to Pass. But it is not because a road on Market street will injure business that the kick is made, but because the street is too narrow. Mr. Hacke measured the street in front of his store. It is 22 feet between the curbstones. A street car is eight feet wide, and this would leave only seven feet on each side of the track. The space is too narrow for a carriage or a wagon, and the business men wonder how the traffic is to pass. Mr. Hacke says he talked with people not

directly interested, and they pronounced the proposed railroad an outrage. "Why, 20 years ago," he said, "Com-modore Koontz wanted to run the Manchester line over this street. I went into Councils myself, and told the members how wide the street was. I had a diagram made by an engineer, and it convinced the Councilmen that the thoroughfare was too par-This street is the great highway tween the two cities, and anybody who has passed here in an afternoon knows how badly the street is crowded. It is impossible to walk on the pavement, and people are forced into the street, There is barely room enough now for carriages, and what will it be when cars run through here?

But Little Room for Marketers,

"Go over to the Market House on the three market mornings. The space around the building is so jammed with vehicles that it is difficult for pedestrians to get through the crowd. Magee and Flinn want this road, I believe, to run to the Baltimore and Ohio depot. They are very solicitous on this point. That is, thousands of people are to be crowded and inconvenienced for a few passengers. But when the ring wants anything, they must have it, no matter whether it suits the public or not. I know that we can get any number of citi-zens not interested in the street to sign a protest against a railroad on this highway."
Mr. Rosenbaum hadn't heard of the project, but he was willing to join hands with his fellow merchants against it. "Haven't the people any rights?" he asked. "Where are they going to walk on this 78 people and wounded 1,000. With the Allegheny roads, the Pennsylvania on Liberty street, and another line on Market etreet, all centering near here, I wonder what will become of pedestrians. They might as well get off the earth and take to the roofs of the houses. There is not half enough room for people now, and during the afternoon the street is always uncom-fortably jammed."

May Have to Close His Store.

Fleishman's have no back entrance to their store, and all their goods must be unloaded from the front. A big dray was standing on Market street yesterday afternoon, and the articles were put in the cellar as tast as taken from the wagon. With a track in the middle of the street the a track in the middle of the street, the space between the pavement and the street car would not be wide enough for the vehicle. One or the other would have to give cle. One or the other would have to give way. Mr. Fleishman was very much worried, and he was puzzled to know what to do. He said he must have some room for his business or he would have to shut up shop. He is willing to abide by the judgment of Mr. Hacke, who is taking the lead in working up the formal protest. Mr. Hacke thinks it would be a good plan to hire a man to keep a record of the wagens. to hire a man to keep a record of the wagons

and carriages that pass over Market street

in a week.
Schildecker & Co. and Major Patterson the florist, were also very much opposed to the railroad. For that matter, the merchants and owners of property on Market street are all of one mind. They do not propose to ac-quiesce without a struggle.

A LETTER FROM AFRICA.

The Season Getting Too Warm for American Drillers-John R. Watson Speaks of the Habits of the Natives and How They Live.

John R. Watson, who is drilling wells for the Italian Government at Massana, in the north of Africa, writes a very interesting letter to James Parker, of the St. James Hotel. Mr. Watson has been in Africa for nearly six months, and he is very tired of the country and people. He has drilled wells on most of the continents, and he usually goes on these missions to see what the land goes on these missions to see what the land is like. In his letter he says the heat and dust are so great that he thinks he will have to give up. He works about one-fourth of the time, and then he accomplishes very little. He roasts the Italian Government for bringing men to the country so late in the season. They commenced drilling for water in March when they should have been at it in November.

in November.

The well Mr. Watson is working on is located six miles from Massana, and it is down 600 feet. There is plenty of salt water and he has come to the conclusion they will get nothing else unless they go clean through the glone.

nothing else unless they go clean through the globe.

The party complains about the tardiness of the Government in paying wages. By hard drumming they managed to get two months' salary, and two more remain unpaid. He says unless the Italians whack up at once they will quit. He adds that it is not for the love of Italy or Africa that they toil, but for the money that is in the job, and when that fails to come the grist won't be ground.

when that fails to come the grist won't be ground.

In the letter he says further: "Massana is located on an island, but the Government has built a mole to the mainland, connecting it with Abyssinia. The country is a total failure. It is nothing but a sunburnt desert, and as non-productive as a hole in the ground. I am speaking now of the coast range, which extends 500 miles along the ocean and 50 miles in the interior. Then come other mountain ranges that contain some fertile valleys where corn is raised. This is the principal food of the natives. They grind it in the old style stone mortars, with hammers, as it was done in the time of Moses. The natives consist of Abyssinians, Arabs, Nubians, and here and there you will find a few Greek and Roman families. They are very filthy, and their dress is not very extensive. As a rule a suit of clothes is not larger than the amount of cotton used for wadding in a double-barreled shot-gun. This makes a snit for a man, and the children don't wear anything. The women are the beasts of burden. They carry all the heavy loads and do all the hard work. There are 5,000 people in Massana, mostly Italian soldiers. About all they are good for is to blow the bugle and to do the grand march. We have some Italians helping us, and they are worse than wooden men."

The McKeesport Mill Leads.

The best daily output of muck iron bar ever made is being accomplished daily at the Boston Iron and Steel Company's plant recently put in operation at McKeesport. The plant has 34 single furnaces and is turning out 115 tons of muck fron daily, which far exceeds the output of the National Rolling Mills and all other plants in this vicinity.



An eruption, no matter how slight, warns you and every one who sees it that your blood isn't pure. If you're wise, you'll heed the warning. the warning. You'll look about

You'll look about for a remedy.

And this is what you'll find: plenty of medicines advertised to purify the blood, but just one that's guaranteed—and that is Dr. Pierce's Golden Medical Discovery.

It's a medicine that does what is promised for it—that's the reason. It rouses every organ into healthy action, purifies and enriches the blood, and through it cleaness and renews the entire system. All Blood, Skin and Scalp Discases, from a common eruption to the worst Scrofula are cured by it. For and Scaip Diseases, from a common eruption to the worst Scrofula are cured by it. For Tetter, Salt-rheum, Eczema, Erysipelas, Boils, Carbuncles, Enlarged Glands, Tumors, and Swellings, it's an unequaled remedy.

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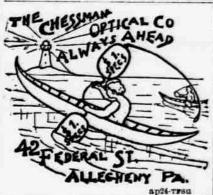
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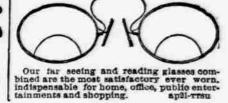
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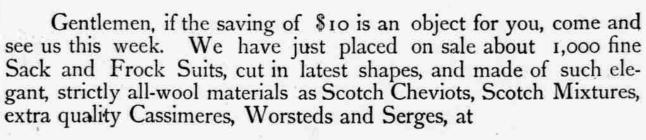


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