magnificent fuel has really been of permabeat advantage to these interests is to me an unanswered question, and moreover is one upon which any one might properly besitate giving a decided opinion. Domittless it has made our city more promittent and induced immigration; but whethe bringing into one argregation a their number of people is of any advantage future well being is a Like the discovery and productarasible that the search and acquisis a total outlay of as much or more The use of gas has to my s is received. The use of gas has to my find prevented economical appliances and irrances from being created for the con-imption of coal, and we are now, therefore, of a the close of the gas car fluy prepared or the economical consumption of coal, and, i fact, in this just about five years behind ith present cost of production against us, desire to emphasize the assertion that or iron and steel interests are great by size to emphasize the assertion that from and steel interests are great by on of our position and advantages, inmuy such evanescent product instural gas, and that we have in solid and in inexhaustible supply e easy reach every element necessary

2

rank of manufacturing industries. have dangers confronting us and of a nature as to call for the exercise of chia nature as to call for the exercise of atom, discretion, prindence and mutual charance; but courage, industry and con-legation for the rights and privileges of r tallow workers will enable us to keep r little differences at home and present to outsiders an unbroken front. We in itsturg lave and control the outpourings nature's bounties. With proper applica-ies will continue to make good use of r advantages, and see to it that our iron our advantages, and see to it that our iron and steel industries are placed beyond the esibility of successful competition

THE PAST AND FUTURE.

Thomas 5, Blair Talks of Allegheny County's Industries-How the Nail Business Largely Went to Wheeling-Some Personal Recollections.

Thomas S. Blair spoke upon "The Past and Future of the Manufacturing Industries of Allegheny County" in the following linguage:

Just a century ago George Anshutz built in the locality now known as Shadyside a diminutive biast furnace whose machinery was actuated by the water power of Two-Mile Run, its fuel supplied by the surround-ing forest and its ore obtained from the outa forest and its ore obtained from the out-ings of hemonite in the adjacent gullies, ins supply was soon exhausted and the au of bringing ore down the Allegheny ver on raits found too expensive. On a crimin day in 174 the de-spairing experi-cutor loaded up his family and chattels on wagon and started off in search of a better did of enterprise, leaving the little stack of charged and the primitive bellows blow-many. Let us stop here to sketch our stability grade and when at iast he finds used in the summat of Turtle Creek hill summit of Turtle Creek hill alls his weary team and turns about to one last look at the spot where two to are passed for him in transforming

a hope into disappointment, here is a highly respectable class of our ow ditizens not yet entirely excluse who, i they seen George Anshutz turn away an his farewell look at Shadyside, would have a served book at Shadyside, would be a ive exclatment: we exclatment: "Serves him right! Who it a visionary fool would ever think of manufacturing iron in l'ittsburg?'

Over One-Third of the Total.

In steel to-day Allegheny county pro-IS per cent of the aggregate product of the United States; 42% per cent of the cures for Great Britain; 58% per cent of those for Germany; 1% times the product of 'rance: 2% times that of Austro-Hungary: , that of Reigium: 22 times that of Spain; 5 nes that of Rus-in; 8 times that of Sweden,

thes that of Eusen's times that of Sweden, of 12 times that of Italy. Thus in pig-iron Allecheny county turns in almost as much as Belgium and Austro-ungary together, and more than the com-ined output of Russia, Spain and Italy; the in steel she turns out more than rance and Austro-Hungary, Belgium, Spain, or than Austro-Hungary, Belgium, Spain, or the above combined. Fancy ty one of the above combinations of great atoms pilling up daily at the Chicago aiambin Exposition their united product, ed. Allegheny county matching it every me! That is where your manufacturing dustry stands to-day.

net. That is where your manufacturing flustry stands to-day. As respects the future, take a lesson from As respects the future, take a lesson from y nine tons of dumata blooms. See to it at your technical skill and experience, or superior advantages in fuel and in the cans of transportation for both raw mate-ils and products shall still draw manu-curring industry to this mod dustry to this spot.

adusting industry to this spot. Industrial schools will enlarge the supply d improve the quality of your skilled sor. As regards the fuel question, let me uall appropris of the recently published

equipment and force to relieve the suffer-ing and gettin : help to them." And more than that, you would have found the Gen-eral Superintendent of the Pittsburg and Lake Erie, with his own engine, crew and construction cars, and a large force of his own railroad men, at the back of our worthy townsman, Mr. James B Scott, doing heroic work in bringing order out of chaos. The railroads of Pittsburg do not need to make promises for the future. They refer you to the past, which on the same line we hope to continue, if not improve upon, and will never rest until we give the city of Pittsburg the best railway service of any city on the globe. their work at less cost. We turn them out at less cost than in Eastern schools, though perhaps that is not to the credit of Pitts-burg. My right to speak is based upon the fact that I belong here. I love this city. I love to dream of it as a beautiful city in the future. It has every advantage for becom-ing so. We preachers believe that the way to the heavenly Jernsalem will be made easier by making our cities more like the ideal picture of that distant city. Such an ideal this occasion may help us form. And if we here present would honestly purpose to make our city more like such an ideal, this beautiful region from Highland Park to the heights above Brunot's Island might be-come like the dream of Pittsburg in the fut-ure which I love to cherish. I would like to see that ugly stretch above the Exposition building converted into a beautiful park as it should be. There are only two or three property holders standing in the way and they might be induced to withdraw their opposition. And then I would like to see two great, broad and beau-tiful bands of boulevard reaching out cither way from that point, encircling our cither ation of Pittsburg. But beautiful as is Heidelburg, my dream of Pittsburg is far more beautiful. My heart is full of Pitts-burg and I despise a man whe don't want to make it more beautiful and more desirable. Not to make a speech, but with all the ennestness of my affection for my native place, I appeal to you, gentlemen, to stand shoulder to shoulder in the endesvor to their work at less cost. We turn them out city on the globe.

place, I appeal to you, rentlemen, to stand shoulder to shoulder in the endeavor to make our citles, in outward beauty as well as in material wealth, worthy of our love.

A COQUETTISH CITY.

How Pittsburg Formed Valuable Alliances With Many Lines of Railroad-Superintendent Pitcairn, of the Pennsylvania, Gives Some Figures on the Great Trunk Systems.

In response to the toast "Our Railroads," Mr. Robert Pitcairn, of the Pennsylvania Railroad Company,

made a telling speech, saying that - P a boy who went in business in 1848 or '49 could appreciate the growth of the He looked city. amazed at that time

by the river, and if he had prophesied Supt. Robert Pitcairn. it would have grown so enormously he would have been called a fool. Continuing, he sard: ·

at the great traffic

Sald: -On April 15, 1845, an act incorporating the Pennsylvania Railrowi Company was passed with a capital of \$10,000,000, the charter being granted and signed by the Secretary of State o Pennsylvania on February 25, 1847. July 16, 1847, the contract for the first 20 miles west of Harrisburg was let, and the same month a section of 15 miles east of Pittsburz. On September 1, 1849, the first division, fi miles long, from Harrisburg to Lewistown, On september 1, 189, the inst division of milles long, from Harrisburg to Lewistown, was opened for traffic, and one year later the line was completed to a mile east of Holl-daysburg, where a junction was made with the Portage Railroad. In August, 1851, 21 iles west from Johnstown were completed miles west from Johnstown were completed, leaving only 25 miles to join up with the Pittsburg sections running east. This was completed, and from December 10, 1852, through trains ran from Philadelphia to Pittsburg via the Portage Railroad, using the inclined planes for more than a year, the through line not being completed till Feb-ruary 2, 1854, when it was launched as a full-fledged trank line.

adged trunk line.

fledged trunk line. Starting with a movement of 233,724 tons in and out of Pittsburg and vicinity in 1824, we reached, in 1861, 1620,586 tons; in 1871, 6575, 843 tons; in 1881, 36,223,365 tons; and in 1891, 37,929,392 tons. With 2,811 freight cars in 1854, we have, in 1891, 88,717 cars belonging to the Pennsylvania Railroad lines cast of Pitts-burg. And now we have one of the best-equipped lines. I might be pardoned in say-ing, in this or any other country. To no one is the credit of this more due than to the city of Pittsburg and vicinity. city of Pittsburg and vicinity.

Inspired by Pittsburg Business Men,

The Pennsylvania Railroad and the city of Pittsburg, betrothed in 1846, were fully united in 1851, and, as far as I can observe, have been loyal and faithful to each other ever since, and I feel assured ever will be. prosperity.

To the city of Pittsburg we not only owe much from a traffic and business standpoint, much from a traine and obsidess standpoint, but more. It was associating and coming in contact with the brainy manufacturers and business men of Pittaburg that broadened the mind of our late President, Thomas A. Scott, who brought to completion the great Pennsylvania system, which now embraces, with its canals, 7,943 miles, with a capital of about \$7,50000.000 including the funded debt.

when his calls, including the funded debt, so with my predecessor, whose association with the industries of Pittsburg gave him the inspiration that enabled him to become one of the first iron masters of Pittsburg, if not of the world. destructive encroachments. THE PITTSBURG DISPATCH

practically give our coal and coke the mar-kets of the lake region, and transfer their ore mines to our furnaces and mills, insuring longer continued prosperity. Some interest has been awakened touching the necessary has been awakened touching the necessary equipments for the immediate future, and it is hoped that a hundred-fold greater zeal on behalf of measures so full of promise will stir our people as they were hever stirred before. Hearty thanks are due to Senator Quay and our distinguished Representatives Hon. John Daizell and Colonel Stone for their able and untiring efforts to secure tor this work Congressional recognition. Let no petty jealousies divide or slacken our efforts to secure these pro-enring agencies of future growth and develouring agencies of future growth and devel-

AN HONOR TO THE COMMUNITY.

udge Buffington Speaks Enthusiastically to the Local Bench.

Judge Buffington, in responding to the toast of "The Bench," modestly stated that he thought some one

who had been longer

on the judicial list

should have been

selected for the

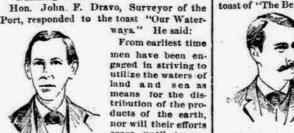
But in one way,and

you will pardon me for saying it, I feel a

freedom in respond

ing to his toast which

honor. He added:



OUR WATERWAYS.

arveyor of the Port John F. Dravo

Speaks of the Wondrous Possibilities

of the Ship Canal-A Potent Factor in

Building Cities.

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of

waters

ducts of the earth, nor will their efforts cease until Luman ingenuity has exhausted the possi-Collector John F. Dravo. bilities of water transportation. Located at the headsome 20,000 miles of possible river navigation with an open

ing to his tonst which Judge Jos. Buffington. perhaps no other member of the bench would. My coming among them is so recent that I should scarcely be classed among their number. The faithfulness of their work, their position in this commun-ity, the esteem with which they are held, the bed rock of integrity on which they stand-in all this I have had no part or lot. I am this free to speck since my words are not those of self praise, but rather the statement of a quiet observer who comes among you and tells you what he finds upon your bench. I am glad to have this public opportunity of bearing testimony to you of of possible river navigation with an open passageway to the great seas and water lines reaching more than half of the terri-tory of the Republic, Pittsburg has grown dustrial activity. A renowned center of in-dustrial activity. All great commercial and manufacturing cities are born by water. They line the



the learning, industry, integrity which dignify and honor this community in the person of its Judges. Trom a study of your bench I have learned and the study of your bench I have learned invalue of your neople. Such a bench is a credit to fiself, but it speaks volumes in praise of a community that has so fostered and reared it. As ageneral rules community reveals itself in its judiciary. If I read the lesson aright it tells me, first, of the wisdom you display in having chosen competent indges. Secondly, when you have found them to be such men you have found them to be such men you have found indges. Secondly, when you have found them to be such men you have found them to be such men you have found them to be such men you have been indges. Secondly, when you have been indges of a the political partisanship or local prejudice. Your bench is what may fairly be termed non-partisan. In a county born, her dand brought up on the principles of Republicanism, and with an overwhelming majority, two of your Judges were mem-bers of the minority party. This fact alone speaks well for the independence of this sommanity. waterways of the world, and our own city is indebted to the rivers that skirt her borders or pass within her limits for the sub-stantial growth and prosperity that have crowned the past. It is cheerfaily ad-mitted that railroads have been efficient helpers in securing these gratifying results, but there would be no Pittsluurg of in-dustrial fame had it not been for the Ohto and tributary rivers. Water is the potent agency in building cities and confining prosperity.

Standing With Folded Hands Yet with an inheritance so rich in promise

we have been all of these years standing with folded arms and eyes so closed as to with folded arms and eyes so closed as to indicate the paralysis of death with scarcely an effort to utilize these flowing streams as the burden bearers of a possible commerce so colossal as to dwarf the conceptions of the most hopeful. Our proud iron kings and merchant princes whose giant plants chal-lenge the administion of the commercial world have largely allowed a few rivermen to defend their highways of nature from destructive encroachments.

and grander Pittsburg of the future.

uing, he said:

mile."

one usive Evidence From France.

Importance of the Ship Canal.

1892 SATURDAY, MAY 28.

ment of some of their works of art, these "adaptations of things in the natural world to the uses of man," in which our city abounds; what genius, what imagination, what knowledge, what technique are re-quired to adopt these natural things to the uses of man. And when a noble machine stands finished, what beauty in its propor-tions, what adaptation in its parts, what per-fection in its relations, when, some morning the artist stands looking at his creation in all its beauty and its possibilities, and with a turn of his hand sends into it its life-blood? heaven by building a tower to its very gates. Again, a whole kingdom was rent, and some millions of people struck against making bricks without straw, and, what is more, the strikers never gave in or went back; and so we might so or the strikers never gave in or went back; and so we might go on. You will get a fair idea of the marnitude of the firedny industry when told that 65,-000,000 firebrick are produced annually, not counting the common grades, for paving and other purposes. That the capacity of our works is 100,000,000 brick. That about \$3,000,-000 capital is invested, giving employment to large numbers of men whose wages amount to nearly \$2,000,000 annually. Com-mon firedness are found in meny nices but

THE GLASS INDUSTRIES.

Mr. Ripley Speaks for All Branches of the Business -- Manufacturers Striving for Australian and South American Trade-The Blessings of Glass.

To D. C. Ripley, President of the United. tates Glass Company, a gigantic combination of tableware glass manufacturers,

AA

had been assigned the subject, "Our Glass Industries." He speaks with an expert's knowledge, as he has been as-600 sociated with the glass interests of the

D. C. Ripley. city since boyhood. Mr. Ripley's speech was short, but it was rom a Cure-All Petroleum It Soon Came to full of encouragement for the future. What Be One of the Leading Products of the has been done is good and more is to be ac-complished. Mr. Ripley was well received, World-Some Interesting Statistics From J. 7, Buchanan.

and among other things he said: J. T. Buchanan, who has been associated Pittsburg is practically the birthplace of successful glass making in this country, the pioneer establishment having been erected early in this century. Its products are di-vided into five classes, namely: Tableware, chimneys, bottles, window glass and plate-glass. The process of manufacture differs in the various branches to such an extent that a workman is only competent to fill or years with Captain J. J. Vandergrift, ook care of the oil interests in a very clever nanner. His address follows, and was istened to with great interest:

The year 1849 marked the discovery of gold in California and the first real step to

fore the French commander at Duquesne, writing to Montcalm, reierred to oil streams where the Seneca Indians held their re-ligious services, so that Pittsburg comes honestly by her religious instincts, but it was about 1849 that Samnel W. Kier gave commercial value to what the Indians had hitherto regarded as only of spiritual value, charging his fellow citizens \$356 per barrel, the hichest price over attained by petro-

"Kier's petroleum or rock oil, celebrated tion.

0 large manufactories of ware," varying

from the commonest for everyday use to the finest decorated china, equal to that of Dresden or Haviland, only lacking the trade-mark. From the extremely modest work of ploneer potters in this neighborhood, begun

some 50 years ago, consisting of the plain, cru e wares, this commanding industry has grown, until now at least \$4,500,000 capital is invested, giving employment to 5 0:00 people and total annual sales of over \$6,009,000.

RISE OF THE OIL BUSINESS.

BIBER & EASTON.

Oil Fields Exchanged for a Cow

In 1854 all the oil territory then known in Pennsylvania was traded for a cow; now \$200,000,000 would scarcely purchase it with upward of 33,000 wells that are producing oil. The wells were originally drilled with a spring pole cut from the adjoining forests to a depth of 60 feet to 200 feet; now the ma-chinery developed by the business is wonderful in the width of its range and the ingenuity of its device, the drilling tools alone weighing upward of a ton and the weils being drilled to a depth of 3,000 fect. In the year Drake drilled the well on Wat-Wrappers, wells being drilled to a depth of 3,000 fect. In the year Drake drilled the well on Wat-son's flats, a couple of miles from Titus-ville, the field was a limited area on Oil Creek, and the production which in 1849 had been only three barrels per day had grown to 2,000 barrels per annum. Now the oil field has extended northest and southwest over large portions of the counties of McKean, Warren. Venango, Clarion, Butler, Alle-gheny, Beaver, Washington and Greene in Pennsylvania, reaching into New York, West Yirginia and Ohio, not to mention the Western oil fields; and the production has increased to upward of 120,000 barrels per day, or nearly 47,000,000 barrels per annum, including Northwestern Ohio. For the past 20 years 60,000 wells have been drilled, or 3000 wells per year. The industry has come to give employment to at least 50,000 persons directly enanged in its con-duct, who receive for their labor not less tuan \$1600,000 per annum, and the oil has extended its medicinal and pharmacentical use in ways never dreamt of by Mr. Kier. The amount produced within a radius of 30 miles from Pittsburg is certainly 40,000 barrels per year, oringing to the eity over \$10,000,000 an-nually, 50 per cent of which is returned to the laborers, mechanics, pipe works, lumber dealers, machinists and oil well supply man-nactures. It would be a very interesting

The manufacture of chimneys in Pittsburg

Horne, E. F. Normecutt, J. L. Buchanan, H. D. W. English, W. H. Keech, A. J. Logan, W. H. Davis, A. P. Childs, Jr., Stewart Johnston, J. R. Woodwell, Alex. McCiure and E. H. Holbroot

J. R. Woodwell, Alex. McCuure and E. H. Holbrook. Table G-H. P. Ford, A. M. Marshall, Will-iam Holmes, B. Shen, G. A. Kellz, Jr., C. L. Finceus, John Runette, E. F. McElroy, M. P. Miller, G. Follansbee, J. D. Bailey, Will-iam Roseburg, James Collord, J. Porterfield, L. DeWolf, William DeWolf, J. R. Murdoch, A. Murdoch and S. L. McHenry. Table H - Joseph Elchbaum, John E. Haines, John Eaton, P. M. Shannon, W. M. Granger, H. J. Heinz, A. M. Murdock, John P. Ober, J. N. Pew, George P. Baiman, A. Shi Wiglesy, D. W. C. Bidwell, J. R. Davis, E. R. Hum, W. C. Lyne, John C. Alrich and E. Winter.

BILLY BOYD TAKES HIS LIFE. JOS. HORNE & CO.'S

amount to nearly \$2,000,000 annually. Com-mon freelays are found in many places, but the flint clays of Pennsylvania are noted for their extraordinary powers of resistance to heat, and are sought after from every por-tion of North America, when most refrac-tory brick are required. Of potters' ciny, what shall we say that is not generally known to all in this com-munity. For the benefit of others not so fumiliar with this branch of industry, I will say that within 50 miles of this city are about 40 large manufactories of ware, varying Snicide of a Man Who Once Took an \$800 Champ igne Bath.

SAN FRANCISCO, May 27.-[Special.]-

Late last night there was brought to the

morgue the dead body of the notorious

"Billy" Boyd, who was the chief figure in

extensive cortificate frauds seven years ago.

He had shot himself after a career of dis-

sipation that has seldom been paralleled in

this country. Boyd made himself famous

here by taking a bath in imported chum-pagne that cost \$800. He was customs in-spector when the bill was passed requiring

all the Chinese who departed to secure re-turn certificates. His observations led him

to devise an ingenious system of issuing

PENN AVENUE STORES.

The Leading

Dry Goods House.

Delegates for the Rochester Convention

Green Glass Blowers' Union No. 1

elected the following delegates last night

to attend the fifteenth annual convention at

Rochester, N. Y .: John Ubinger, Fred Am-

man, D. A. Hayes, John Kiel, Ben Bolzer, John Haddock and George A. Kambock.

Pittsburg, Pa.

Saturday, May 28, 1892.

CLOSED

ALL MEMORIAL DAY,

AS USUAL.

bogus certificates, which were sold here and in Hongkong. One of his accomplices was Whalley, who is now engaged in smuzgling opium into port on the swift yacht Hal-Extra preparations for a double day's business to-day. All depart-Boyd spent \$50,000 in less than a year ments make special offerings, which no shopper should fail to take advantage of.

A complete stock of handsome,

stylish and perfectly made Suits, in

and when exposure finally came he fied to Australia. After many months of exile he came back and turned State's evidence. His suicide was due to poverty, as he had LADIES' SUITS. pawned all his valuables.

He Only Charges 5 Per Cent.

Delinquent Tax Collector Grier, of Allegheny, says the report that he wants to make his collections on a 10 per cent com-mission is untrue. He savs he will make just the materials most favored by the buyers at the Dress Goods counall collections on a 5 per cent basis. ters. We make a special feature in

Ladies'

Made-Up

Waists,

Suits, Etc.

IN ALL THE

Latest Fabrics, Shapes and Designs,

At Very Attractive Prices.

FRENCH CASHMERES, HENRIETTAS,

505 AND 507 MARKET ST. my25-TTASH

SHORT LENGTHS

-0F-

CARPETS

FOR LESS THAN HALF

Rolls of the Same Goods.

50 pieces of Moquette and Axminster Carpets, 15 to 40 yards in

Best quality Velvet Carpet, in 15

100 pieces Body Brussels, in 5 to

250 pieces Tapestry Brussels, 10

200 pieces Ingrain Carpet, 18 to

30-yard lengths, at 20c, 25c, 30c, 35c,

A large lot of short-length 3-Plys

of washstands or at doors, at 10 to

.

to 30-yard lengths, at 75c a yard.

50-yard lengths, at 50 to 80 cents.

to 50-vard lengths, at 65c a yard.

45c and 50c a yard.

at 62% e a yard.

75 cents per piece.

\$16 a pair, will go for \$9 a pair.

length, at 75c and \$1 a yard.

.0

\$2.25.

To Be Settled Without a Strike. this display of the extremely fash-The trouble between the Pittsburg and ionable Western Railroad officials and employes

will be settled without a strike. The con-BLAZER SUITS, ference Thursday did not settle the ques-

DR. B. M. HANNA. Eve, ear. nose and threat diseases exclusively. Office, 720 Penn street, Pittsburg, Pa. 880 In Navy Blue and Black Serges, from \$7.50 upward.

Ladies' Shirt Waists,

In all the popular shapes, box pleats, Norfolk pleats, shirred or plain, with the popular rolling collars and turnback cuffs.

Four special bargains will command attention to-day-the 75c and 85c Percale Waists, the \$1.25 Satine Waists and the \$2.50 Wash Silk Waists.

Waists Made to Measure.

This new feature in our Waist Department has met with most gratifying success. Order promptly. Perfect satisfaction guaranteed. Hundreds of sty les of all materials to select from. Every garment made in our house under the direct supervision of the head of the department.

Our usual big Saturday offerings will occur in

A very complete line of LADIES' WRAPPERS in CHALLIES, GING-HAMS, SEERSUCKER, CHINTZ, PER-NECKWEAR, HANDKERCHIEFS, GLOVES AND CALES, etc., at \$1, \$1.25, \$1.50 to \$2. Ladies' Black Ground Battiste Suits HOSIERY wo pieces with shirred waists, extra good TO-DAY. UNUSUAL BARGAINS LADIES' LACE STRIPE ORGANDY SUITS, white grounds, in choice French printed designs, very attractive, \$3.50. LADIES' FLANNEL BLAZER SUITS **8-BUTTON LENGTH** in navy, black and tan braid trimmed, very stylish and well made, \$6. BLACK AND NAVY SERGE BLAZER Suede Mousquetaire Gloves, SUITS, in every respect first-class and equal to custom made, \$10. NAVY AND BLACK BEDFORD CORD AT \$2 A PAIR, Including 3 best makes. SUITS, well made throughout and very at-tractive in every detail, \$12 and \$14. We keep on hand at all times a complete line of Ladies' All-wool BLACK SUITS of OUR OWN MANUFACTURE, in ANOTHER SPECIAL SI FRENCH GLOVE.

the petroleum development in Pennsylva-nia. It is true that exactly a century before the French commander at Duquesne,

the highest price over attained by petro leum. His half-pint bottles of "cure all" went forth with the following aunounce

It is said there was a market for about three barrels per day at that time. Three years har the trade diminished, and this enterprising benefactor of the human race undercook to distil the oil to make a fluid suitable for burning in lamps,

the position in the branch he has chosen, and this is generally the case with the man-nfacturer. The tableware industry is the most complicated, owing to the great va-riety of articles made and their frequent change in style. Our wares find their way into many of the foreign markets, and it is the only branch which is not affected more or less by foreign competition. Two-thirds of the pressed tableware made in this coun-try is controlled by Pittsburg manufactur-era.

remedy. Procured from a well in Allerheav county, Pa., 400 feet below the earth's sur-mee. Put up and sold by Samuel W. Kier, 333 Liberty street, Pittsburg, Pa. Price 50 cents."

nanufacture of satisfactory at the Union mills for less than 5 or thousand feet, a closely connected ars per thousand feet, a closely connected cident. Dr. Slemens some years ago made e following proposition to the town of mingham, England. If the town would ant him the right of way for his pipes deerground and exempt his entire plant d business from taxation he would supply ery finel consumer in it, large or small, at pence per thousand feet for gas pro-ced from the refuse of the adjacent coal inter.

Some Personal Recollections.

As regards the transportation question, to scuss it with Pitcairn for railways, Batchfor for rivers and Roberts for canals as auditors would be to talk of war in the sence of Hannibal. I turn, therefore, to me personal recollections in which I think on will perceive some pertinence to the work of the Chamber of Commerce, Someng like 40 years ago a note was received c a Pittsburg firm, largely engaged in the immineture of mults to the effect that a jury of their employes, about 15 in number, sured to meet a representative of the firm private consultation. The meeting was edd, and at it the manaring partner of the avern was informed that the employes as-mbled those had taken that method of avarely informing him of the fact that they al about completed their arrangements for ilding a nail factory at Wheeling. The annager, being already well informed re-secting the movement, requested them to the committing themselves finally until could see whether he could not offer them ducements to build their works in or near on Pittsburg firm, largely engaged in the simile see whether be could not offer them seements to build their works in or near learny. This suggestion was agreed to, him the next few days a proposal was ob-red from the late James II. Hays, offer-five acres of coal ground on the nongahela tiver, near the Six-Mile ferry, a supply of coal on very favorable ma. Mountime, the terms of the offer fe by the Wheeling banks has been ascer-sel and wore found to be these: Taree deshad agreed to discount drafts drawn onte given for actual shipments of nails, the extent of a constant line of \$10,000 t of a constant line of \$10,000 d the nail company would perclose examination into their financial

ion whenever asked for. manager hid the whole subject before e sectior partner, who at once acquiese in the desirableness of keeping the new com-petitor in the same neighborhood, and promised to see what could be done in the dimensional matter. Two days later he an-nonneed that he had talked on the subject with some leading hank men and he had been brought to see that it was bad policy to help a rival to build up his business, and, have how, the banks would have none of such unbeard of undertakings. And so it came posent that an industry that developed out of this start into the leading business of a rival heading to the leading business of a rival heading remember of the same we might say was driven out from Allegheny county.

THE PULPIT OUTPUT.

Dr. Riddie Tells of the Preachers Turned Out in Pittsbarg-More Than Iale or Envard-ilis Dream of Municipal Improvement.

Hey. Matthew Brown Riddle, who responded to the toast, "The Clergy," was introduced "as a gentleman who was born in Pictsburg, and whose ancestors on both sides of his house were identified in church and school with the highest and best traditions of Allegheny county and Western Pennsylvania, and the mention of whose name could not fail to revive the pleasantest recollections in the minds of all familiar with the history of this section." Dr. Riddle said:

Iron is great and strong, but men are scatter and stronger. So far as I have a right to be heard to-night it is because I live, through myself and my ancestors, accalidentified with the production of rained use. It is plain from what has al-randy been said that brains are needed to track wedth and commercial presentity. Iron is creat and strong, but men are incut to be heard to-night it is because I inve, through myself and my ancestors, here identified with the production of index of the solution is from what has al-and an longer restrict them or cry monopoly or soulless corporation? Soulless corpora-tion. It is true that the people of Pittsburg and Allegheny county, when the Civil War broke out, were among the most logal and and influence. The company I represent was no less active and gave \$50,000 to the State for bounties for soldiers for the Union. Soulless corporation? When the great ca-burg of in the finished product. Not always as the in apparelass cane or and civilization where in any other procession. And they do

The oldest chartered railroad of Pittsburg

not of the world. The oldest chartered railroad of Pittsburg is the Allegheny Valley Bailroad, chartered as the Pittsburg, Kittauning and Warren Railroad April 4, 1857;only organized, however February 12, 1852; chartered as the Allegheny Valley Bailroad April 4, 1852, and opened as far as Kittauning January 30, 1856. It having become part of the Pennsylvania Railroad system, I will merely give you the figures, which make the total tonnare of 1.049,443 in 1871, reaching a total of 4,265,375 in 1891, most of which originates and is shipped to Pitts-burg and vicinity. I will also briefly mention the Pennsylvania Company system, west of Pittsburg: The Panhaudle, incorporated in Pennsylvania March 24, 1849; Pittsburg, Fort Wayne and Chicaro, April II, 1848; Eric and Pittsburg, April 8, 1850, reporting a total ton-nage in and out of Pittsburg and vicinity of 1,891,412 tons in 1871, increasing to 3,934,659 tons in 1891. The old Iron City, restive with having but

histing and the second land, June, 1871, thus securing another through line to the East and South, with the through line to the East and South, with the following result: Commencing with 9,000 tons on the Pittsburg and Connellsville Railroad in and out of Pittsburg, they reached, in 1861, 34,459 tons; in 1871, 265,934 tons, and in 1891, 624,225 tons, not including the Pittsburg Junction Railroad, which should be added, and probably double it. Not content with that the Baltimore and Obio had to build a branch to Wheeling, giving another outlet west. Connecting With Other Boads

Coquetting With Other Boads

One would think that would be enough for the giddy old girl, but no: she must need coquette for other applications to connect them with the New York and Lake Erie trunk lines and induced the Pittsburg and Lake Erie to come to live with her. The

Lake Life to come to live with her. The Pittsburg and Lake Life was opened for business August 10, 1873, starting with a ton-nage of 371,459 tons that year in and out of Pittsburg and vicinity, and reaching 784,927 tons in 1881, and 6,453,197 tons in 1891 (includ-ing the Pittsburg, McKeesport and Yough-iogheny). And no sooner did this new love come here and find such a pleasant and fich home, than it must need so farther and come here and find such a pleasant and rich home, than it must need s go farther and build the Pittsburg, McKeesport and Yough-iogheny, which was opened November 10, 1883, making a third line irom Pittsburg to the rich coke and coal fields of Western Pennsylvania. This was not enough and she must needs seek another affiliation and induce the building of the Pittsburg and Western Railroad, which was opened for business June 2, 1881, with the following result: In 1881–73.86 tons in and out of Pittsburg reaching 872,813 tons in 1891. It may be stated here that the tonnage in and out of and through Pittsburg. I noticed some year or two ago, exceeded any city in the United States. Sarely she must be satisfied now, per-chance she is forced to be, as every available channel of approach has been occupied, and any other line will have to get in surrep-tinously or bore through the hills. Should she not be grateful for all this? It has not been done with her own money, but, at-tracted by her wondeful resources and situation as the center of the iron, coal and mineral fields, foreign enpital built the lines, and I am glad to say has been amply repaid. Appreciation for the Ballroads. ich home, than it must needs go farther and

Appreciation for the Railroads, One more thought and I am done. Do you

think you fully appreciate your railroads? Am I not correct in saying that the railroads should be maintained in a healthy condition by a generous ac-tion on the part of the city, in

awarding to them all reasonable privileges, and no longer restrict them or cry monopoly competition.

t is in this spirit of putting the stamp of our approval upon the work of the bench in the past that we roast it to night. It has met and grappled all the questions of the past, and this is an earnest that it will be If all of our citizens were alert in taking advantage of providential allotments, Pitts-burg might now have more magnificent lines of steamers than the ones of bygone years, which we remember with so much pride when our esteemed fellow citizen, Cupiain Charles W. Batchelor, walked the hurricane deck the proud master of the peerless steamer Allegheny. But forgetting our delinquencies, let all units in forstering and developing our far-reaching waterwars as creating factors of industrial interests that may eclipse all that has heretofore been accomplished when the Pittsburg of the past will be forgotten in the mightier and generative of the future. If all of our citizens were alert in taking equal to all calls herea ter made upon it by the New Pittsburg, which I believe you have called into being to-night, I toast you "The bench, mithful and true to its duty to the Old Pittsburg, it pledges you its faith, and to night joins with you heart and hand in going forward and working out the des-tiny of the New Pittsburg of the twentieth century.

OF GREAT IMPORTANCE.

A. P. Barchfis'd Tells of the Extent of Pittsburg's Mercantile Interests-Fig-

Drave then cited the canals of France ures That Tell the Story-The Present s furnishing conclusive evidence of the Volume of Trade. value of waterways to the prosperity of a country, and to checkmate the aggressive

A. P. Burchfield treated of "Our Mercantile Interests" in a happy vein. His tendency of railway corporations. Continaddress included the following:

The people of the United States are awakening to the urgent necessity of im-proving the rivers and securing artificial water lines where nature has not so pro-vided. Constructed waterways uniting dif-ferent water systems and extending to im-control in such points are another the systems. to the great manufacturing industries of this great and growing city, are of no mean importance. On the contrary, when col-lated from the most reliable sources, they portant inland points are commanding earnest and intelligent consideration. The are of such great magnitude that he who portatic induct points are consideration. The mation has already entered upon an era of enlarged activity in the interest of free na-tional bighways. Rivers are being im-proved, canals are being and will continue to be built until the wants of the people are met in ample provisions for the cheap trans-fer of the products of Jarm and shop from farm to city and from city to farm. Canai enterprise is justified by the statistics of water transportation. The Eric Canal has been an efficient contributor to the pros-perity of New York State and city, and its enlargement to a ship canal will be an event of the near future. The canal uniting Lake Huron and Lake Superior has an annual tonnare traffic two fold larger than the Suez Canal. In seven months of 1839, 26,009,097 registered net tons of shipping passed Detroit, exceeding the aggregate tonwould truthfully present them might be considered a "little off" in his calculation. and be chargeable with an attempt at exaggeration. The first authentic report of mercantile, or as it was then denominated, bartering trade, of which we have information is that of the year of 1803, when it was reported as being \$93,000.

The first attempt to collate and present in a full and complete form the commerce of the city was that of this chamber in 1884. We consider the figures then given as being under rather than over estimated, presum-ing that all other lines were as much undering that all other lines were as much inder-estimated as were the drygoods interests, of which I could definitely judge. In this nock the commerce was reported as follows: Mining, manufacturing and mechanics at \$151,014,000; wholesale and retail trade, exclu-sion professional service, agricultural 1830, 56,000,000 registered net tons of shipping passed Detroit, exceeding the aggregate ton-nage entering and clearing from the ports of London and Liverpool during the entire year. The Government engineer in charge of the work on the lake canals says: "For nearly 30 years I have watched the increase of lake traffic, but neither myself nor any-body else within my knowledge has been able to ext and at the same rate. The wild est expectations of one year seem tame to the next. This lake freightage has been done at an average charge to shippers of L3 mills per ton per mile. Shipments by rail-road are averaged by the Inter-State Com-merce Commission at 9.22 mills per ton per mile." Alling, while a log and retail trade, exclusive of professional service, agricultural and transportation, also sales at Oil Ex-change, lical E-tate and Stocks, \$135.387,000. Turning, therefore, to a new source of in-formation upon which to base our volume of trade for 1591, we find the business tax levied and paid to the city, show the mer-cantile interest to have increased to the sum of \$277,005,400. We arrive at this conclusion after carefully eliminating from the tax as-sessed, all manufacturing, mining and me-chanical industries, leaving only her mer-cantile interest as we report. That this is as near correct as it is possible to present, The statistics quoted emphasize the su-

cantile interests as we report. That this is as near correct as it is possible to present, will be apparent from the fact that our city authorities with increased municipal out-lays to be provided for, have assessed the business tax in a liberal way, leaving it to the merchant who has been over estimated, the privilege of having it reduced by mak-ing affidavit of his actual sales. By these few statistics we have endeavored to place before you, the innortance and magnitude of the interests that have been alloted me preme importance of the projected Pitts-burg and Lake Erie ship canal, so essential to the future of our city. An enterprise of such transcendent importance to Western

of the interests that have been alloted me to represent. We are all proud to be known as citizens of this great Republic. With equal pride we consider it an honor to be Pennsylva-nians, but as manufacturers, merchants, members of the learned professions, or toil-ers of any kind, we may esteem it greater honor to be part of and sharers in the glory of this, our native city.

Joseph D. Weeks spoke upon "Art and

When we speak of art, are we not prone to give the word a restricted meaning? Have not our friends, the acultors, the painters, ine poets, the musicians, unconsciously per-haps, assumed that they alone are artists and the result of their work and that of similar guilds art! There is a city in New England that was founded as an industrial city because the swift-moving and rapid-talling Merrimac could turn its spindles and move its shuttles. The Lowells, and Law-rences and Appletons, all "Captains of In-dustry," that founded it, gave to it as its motto, "Art is the Handiwork of Human Good." Have not our friends who deal with the fine arts forgotten that there are such things as the useful arts, and that one is art When we speak of art, are we not prone to

The manufacture of chimneys in Pittsburg followed the discovery of oil, and the quan-ity and quality of both have increased in about the same proportion. When we think of the thousands of hamps that are burning to-night all over the country, most of them fitted up with Pittsburg chimneys, we have something to be proud of. The manufact-urers are striving for South American and Australian trade and are meeting with con-siderable success. The bottle industry was one of the first industries of Pittsburg, and it has always maintained its reputation for first-class goods. The growing demand for bottles, which includes fruit jars, has situniated our manufacturers to the building of larger furnace, so that now the furnace of a tew years ago would be practically worthless.

our manufacturers to the building of larger furnaces, so that now the furnace of a tew years ago would be practically worthless. Considering how early we are taught the use of boties is it any wonder that it takes a large production to supply the demand? Within a few years the manufacture of window glass has been almost revolution-ized by the introduction of the tank furnace and its appliances, which have not only increased the production, but improved the quality. For several years the English mun-ufacturers have used the tank with varied success, and it required considerable nerve and atilty on the part of the gentlemen who introduced it here. The time is not far dis-tant when the old-fashioned window plant will be a thing of the past. The plate glass industry in this country has had to fight its way against the old establishments of Europe, who were loath to lose the best mar-ket on the face of the globe. There is no question that they have a rival now in the large plants in this vicinity, whose product will compare favorably with the best French plate that was ever made.

THE MISSION OF THE PRESS.

a Greater Pittsburg. T. J. Keenan, Jr., in talking to the toast

The real mission of the press on this occasion is, I take it, to record the proceedings; like the bound boy at the husking to make itself useful rather than conspicuously oquacions. I hope that it may be its privi lege to record many similar proceedings in years to come, for occasions such as this are often pleasant means toward practical ends. As to the present haleyon occasion, it must be regarded as something more than a stereotyped feast of reason and flow of soul, It is the first serious effort to list Pittsburg out of a self-satisfied lethargy which mands of foreign countries beginning to show itself in the census returns. Pessimists have argued that Pitts burg is too far from the coast ever to be

ers every day. In addition to all of Western Pennsylvania they supply with news a vast district, embracing Eastern Ohio, Western New York and West Virginia. Combined they should wield an almost irresistible in-fluence. In the work of pushing Pittsburg to the front they will stand shoulder to shoulder with the Chamber of Commerce.

CLAY AND ITS PRODUCTS.

Pennsylvania Clays Noted for Their Ex-

traordinary Resistance to Heat.

"Clay and Its Products" was the subject that ex-Senator George H. Anderson handled with credit. Here is his speech:
A common use of clay is in making brick, and I have never yet seen the max more sented being called a "regular brick." The business of working in clay is one of the most ancient and distinguished among all the arts. The Cain Brotners were the first of all in the business, which was tollowed diligently by the senior member, until in a quarrel about the lack of excellence in his work he achieved tae distinction of killing his partner and being known as the first among clay workers is aply termed "ratigning Cain." Atterward the world's history was changed by an ambitious firm of brick-makers who thought to challenge the high
"Clay and Its Products" was the first among clay workers is aply termed "ratignic and senior clay work to challenge the high
"Makers who thought to challenge the high
"Makers who thought to challenge the high
"Clay and Its Products" was classed by an ambitions firm of brick-makers who thought to challenge the high
"Makers who thought to challenge the high
"Makers who thought to challenge the high
"Makers who thought to challenge the high

dealers, machinists and oli well supply mar n acturers. It would be a very interestin calculation to estimate really how much the various manufactories in the country, an alu various manufactories in the country, and particularly glass manufacturers, have profited from petroleum, of which at least \$475,000,000 barrels have thus far been pro-duced. The home and foreign consumption for filuminating oil probably equal each other, and can be arrived at by dividing the total shipments. Fuel demand is considered generally in excess of the supply of Trenton rock oil, which amounts to about 15,000,000 barrels per annum. arrels per annum.

Effect of the McDona'd Discovery.

The highest production of Pennsylvania oil was probably reached through the sud-den rise of the McDonald field last November, when the average for the month was reported at 134 509 barrels per day. In April the average was down again to 92,214 barrels per day. There are at least 10,000 miles of all kinds

etc. These range from \$10 to \$30. Those wanting BLACK DRESSES suddenly will find this department very satisfactory; any of pipe in actual use receiving, transporting and delivering crude petroleum, which is bealterations promptly made.

BIBER & EASTON,

and delivering crude petroleum, which is be-ing constantly added to. The capital invested in the transportation branch of the business amounts to upward of \$50,000,000. The stock of oil in iron tanks consists of 38,000,000 bar-rels, including 20,000,000 barrels of Trenton rock oil. There is a refining capacity in the United States for illuminating oil consider-ably in excess of the production. In 1872 the people consumed 252,000,000 gail-ions of American petroleum per annum. To-day they consume 1,250,000,000 gailons. The price they pay to-day for this amount is \$200,000,00 less tian would have been paid for the same annunt in 1872, and one-half of this saving, or \$100,000,000, is attributable sole-ly to the cheapening of the manufacture and sale of the products, the other \$100,000,000 he-ing attributable to the decrease in the value of the crude material consequent upon the increased production. One More Week

The use of petrolean in this country for fuel has only been a matter of yesterday. With the increase of production the de-mand has arisen, and is likely to arise, and no limit can be set to the growing need of our own country as time advances for fue and light, to say nothing of the increasing

GUESTS AT THE BANQUET.

What They Would Cost Cut From Full Names of Prominent Pittsburgers Who Partook of the Hospitality of the Chamber of Commerce-Every Sent at Eight Long Tables Filled.

The list of guests at the banquet contains the names of the men most prominent in the business and professional circles of Pittsburg, as follows:

Table A-President George A. Kelly, Hon. H. I. Gourley, Hon. W. M. Kennedy, Colonel Thomas P. Roberts, John H. Ricketson, J. J. Donnell, C. E. Speer, Robert Pitcairn, Joseph D. Weeks, Rev. Dr. M. B. Riddle, C. W. Robb, Thomas S. B'air, A. E. W. Painter, John M. Chalfant, Captain J. J. Vandergrift, Hom B. F. Jones, Hon. Joseph Buffington, Hon. John Daizell, Rouben Miller, J. J. Turner, James Means, Hon. Morrison Foster, Thomas J.
Keenan, Jr., James Laughlin, Jr., W. D.
Wood, William H. Singer, M. K. Moorhead,
Charles J. Clarke, H. Sellers McKee, Calvin
Weils, James B. Stott and William J. Lewis.
Table B.-S. P. Harbison, C. C. Friggs, John
Semple, Jr., Horace Lash, L. S. Moore, J. J.
McCormick, C. I. Wade, C. F. McKenna, Justis Mulert, Joseph Wood, W. C. Quiney,
Henry Metzger, Thomas McKee, Hart McKee, Caerfield F. B. Co., D. M. Anderson, J.
P. Fieming, Joseph Abel and A. B. Starr.
Table C-Davis McCargo, H. Chalant, O.
Ricketson, J. H. Silverman, H. Floersheim,
U. Frithman, William Witherow, Theodore
Sproul, Joseph Albree, General W. A. Robinson, A. J. Barr, R. Y. Mescler, Roland
Gerry, J. D. Bernd, C. L. Rose, W. J. Friday,
Joseph A. Anderson, F. F. Smith and W. C.
King.
Table D.-Hon, John F. Brazo, Colong Means, Hon. Morrison Foster, Thomas J.

not be duplicated, and place them on sale at greatly reduced prices. Ask to see them.

LADIES' AND MISSES' CHEMISETTES, In Plain and Fancy Linens, LINEN OR LACE COLLARS AND CUFFS, In newest shapes or styles. Parasols or Umbrellas For Memorial Day.

Gentlemen's Furnishings. The largest stocks of Men's Fancy and Negligee Shirts-more styles than ever before shown. A special exhibit of pinks and blues. Prices \$1.50 and upward. Scarfs and Suspenders to match, in wash materials. Men's Washable Neckwear, all new, 25c, 35c and 40c each. All

shapes and colors. Men's Gloves, Hosiery, Handkerchiefs, Umbrellas and Mackintoshes. We sell the best White Shirts. All of the Star makes, from \$1 up. Our own "Stag's Head" Laundered or Unlaundered White Shirts lead all \$1 Shirts.

JOS. HORNE & CO.,

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500 short lengths Moquette, Body EVERYTHING ADVERTISED Brussels and Tapestry Brussels Carpets, suitable for hearth rugs, front IN THE

WALL PAPER Line-Gold papers from 5 cents, with 9-inch match borders at 15 cents; 18-inch borders, 15 cents; 9-inch solid embossed gold borders We also have a lot of full rolls of different grades of Carpets, patterns which will 15 cents. 12 pieces gold paper and 3 pieces of 9-inch match border for \$1.

SPECIAL-250 pairs of Silk Curtains in J. KERWIN MILLER & CO., all leading colors, never sold for less than 543 Smithfield St., Pittsburg, Pa.

EDWARD FINE STATIONERY, GROETZINGER, 627 AND 629 PENN AVE. my22-TTSSu

ENGRAVING AND PRINTING. W. V. DERMITT & CO., 39 SIXTH AVENUE.

"Clay and Its Products" was the subject

turns. Pessimists have argued that Pitts-burg is too far from the coast ever to be-come a metropolis. Yet how many of the great cities of the earth have been built on navigable rivers that lead directly to the sea. As, for instance, Rome, London, Paris, Vienna and Berlin; but has not Pittsburg her waterway to the Guil of Mexico? The Ohio may still be full of obstructions for the navigator, but the work of improvement is already begun and will be prosecuted more vigorously as its importance dawns upon the Congressional mind. Pittsburg should not allow the world wide reputation of Monongahela whisky to blind her to the fact that water is, affer all, the best steady beverage for her constitution. Give her a navigable stage of water to New Orleans hine months in the year, and let her, through her proposed canal, tap the vast commerce of the lakes and Old Smoky will spread herself until even the Windy City will grow green with envy, McKeesport and Braddock will be downtown and Greensburg and Reaver Falls will send Connelimanic representatives to City Hall. With their combined circulation of almost 200,000 read-ers every day. In addition to all of Western Pennsylvania they supply with news a vast district, embracing Eastern Ohio, Western

ART AND PIITSBURG.

to the future of our city. An enterprise of such transcendent importance to Western Pennsylvania that it is a mental strain to flad words broad and decisive enough to ex-press its necessity and value. Pittsburg, so long the empire of the iron and related industries, has found in her later day com-petitors to dispute her long continued reigh of authority. It is clearly manifest that if her supremacy is to be retained, every pos-sible incility and helpful agency must be sceured. The iron mines of the lakes, and the mills and furnaces of Western Pennsyl-vala, must be furnished with most ample and cheapest carriage that capital and human skill can provide. The ore, the limestone, the coke and coal must be brought together at the lowest cast that our industrial interests may successfully meet coming competitions in the markets of the world on conditions of equality. It would be a fatal policy to seek equal fanding in the marts of trade through the ageory of cheap labor. We do not want one shill and the enterprise of Amer-ican skill and the Northwest, the large de-portunities which nature has provided to potomine for the Northwest, the large de-potomine for the Northwest, the large de-potomines of possible industry that may competitor. course of his remarks he said:

The Word Should Not Be Used in a Restricted Sense. Pittsburg" in a pleasant manner. In the

Ample and Cheap Transportation, If our rivers are improved and the pro-

beted ship canal becomes a completed waterway such improvements would give a transportation so ample and so cheap as to

The mercantile interests, while secondary It Will Do Its Part in the Work of Making

of "The Press," said: