

THE MAYOR'S VEToes.

Three Ordinances Fail to Receive His Honor's Approval.

REASONS AGAINST THE EXCHANGE.

Objecting to Gifts of Valuable Railroad Franchises.

FREE GAS CHEAPER THAN ELECTRICITY

Mayor Gourley exercised the prerogative of his office yesterday, and set his veto heel upon three ordinances. He decided that Councils was mistaken in granting franchises to the Exchange and the Pittsburg, Allegheny and Manchester Street Railway Companies, and in authorizing Controller Morrow to settle with the Allegheny County Light Company in the electric lighting of Municipal Hall and the market house.

In vetoing the Exchange Street Railway ordinance, the Mayor says:

Under the ordinance the company will have the right to enter upon and construct its railway or branches or extension thereof with a single line of track over and along any and all of the following named streets or highways or parts thereof: Beginning at the intersection of Fourth avenue and Market street, thence along Market street to the intersection thereof with Liberty avenue, thence with the consent of the Allegheny Traction Company and the Transverse Passenger Railway Company along the southeastern side of Liberty avenue to Sixth avenue, and with consent of the Pittsburg, Allegheny and Manchester Passenger Railway Company and the Transverse Passenger Railway Company along Sixth avenue to Wood street and to operate its cars thereon.

An Act of Assembly in the Way.

There are several street railway tracks on Liberty and Sixth avenues at the present time. The act of Assembly of 1889 expressly says: "No extension or branch of a street railway shall be constructed on any street or highway upon which a track is laid or authorized under any existing charter, except as hereinafter provided." The "hereinafter provided" refers to the use by one company, with the consent of the city authorities, of such portion, not exceeding 500 feet, of the tracks of another company, as may be necessary to enable such company to construct a circuit upon its own road at the end thereof.

It is hardly reasonable to suppose that the Exchange Street Railway Company desires simply to run cars over the streets of Liberty and Sixth avenues and Market street to Fourth avenue and stop there. It is what the ordinance seeks to do. The intention must be to lease the franchise and property to companies having rights and privileges beyond those of the Exchange Street Railway Company. This statement is justified by the language of section two. Undoubtedly the object of the ordinance is to authorize the Exchange Street Railway Company to run its cars over the route designated to Fourth avenue, thence along that street to a connection at Wood street with the tracks of said company now used on Fourth avenue.

Public Sentiment Against the Ordinance.

Where the Exchange Street Railway Company or the Duquesne Traction Company acquires the right to occupy Fourth avenue between Market and Wood streets, I do not know. There is nothing in the present ordinance granting authority to use that portion of the street. However, the important feature of the ordinance is contained in the provision authorizing the construction of railway tracks on Market street and the operation of the cars thereon.

It is wise to permit street railway companies to occupy this street between Liberty and Fourth avenues? This question I have devoted considerable thought. I have done much thinking. I have talked with many of our citizens, in order, if possible, to ascertain the feeling of our people on the subject. I have not confined my interviews to persons doing business upon the line of the street, because I realize, and I say this with all the respect due their opposition, while entitled to consideration, it is largely the repetition of history as regards the construction of railways upon any street. I have talked with citizens in all parts of our city, and so far as I am able to determine the sentiment of the community is against the operation of cars on this street.

Market street belongs, peculiarly to the general public, and the people of the city have perhaps a greater interest in it than in almost any other avenue. Our city markets are on this street and they are visited by the great mass of the people of the city on every market day. The principal point of interest is that these markets, at all times, be accessible to those who bring to market the goods and supplies necessary to meet the wants of the people. These market houses are busy places on market days, and I firmly believe in the running of cars upon the street would prove a constant annoyance, and a perpetual source of danger, not only to horses and vehicles, but to men, women and children. This street is but a few feet from curb to curb and is one of the most crowded thoroughfares in the whole city. That portion of it between Fifth and Liberty avenues constitutes the narrow passageway through which thousands of people are going to and coming from Allegheny City daily pass. Perhaps 50,000 to 75,000 human beings pass back and forth upon this portion of the street every day of the week.

Not Convinced by the Argument.

Very frequently, especially in the afternoon, the whole street is converted into a footway and crowded with men, women and children, who are unable to find walking space on the sidewalk. Add to this mass of moving humanity the innumerable vehicles that are constantly coming and going through this contracted passageway, and you will be able to form some conception of the condition of Market street at the present time. I know it is claimed by the advocates of the ordinance that it only opens a line or several lines of street cars to relieve this pressure and relieve the street. But how a street car, running into the street, would relieve the street, I am unable to see. It is a problem which I confess my inability to understand. The argument is based on the assumption that, outside of the driver of an iron wagon or of an ice wagon, no people are to be permitted to believe that they have no rights that street cars and street car companies are bound to respect.

At the intersection of Fifth avenue and Market street the cars of the Fifth Avenue Traction Company cross Market street one way or the other on an average about once a minute. If the cars of the Allegheny Traction Company and the cars of the Allegheny and Manchester line are permitted to occupy Market street, the cars of the Fifth Avenue Traction Company will be crowded every 30 seconds and a car crossing Market street every minute; the congestion of the intersection of these two prominent streets will be practically monopolized by street railway companies. The principal point of interest for the people of two great cities will be turned over to street cars.

That such a condition of things will seriously interfere with public travel and the rights of the people must be apparent to any person who will take the trouble to carefully examine the situation. I am in favor of rapid transit, but I am not in favor of giving railway companies the possession of important streets in the business center of the city to the detriment of the general public.

Interests of the Public Paramount. It is the business of this city that maintains and supports our people and insures our prosperity. Street railways are an outgrowth of the prosperity of the city, and while they are a great convenience, they ought not to be permitted to interfere with the free and unrestricted use of the streets for business purposes. The persons most deeply interested in the passage of this ordinance are the persons most deeply interested in street railway and railway corporations. Paradoxically, the interests of the general public which will, in my judgment, be seriously infringed upon by the surrender of this important street.

The Mayor's second veto was directed at the ordinance granting additional privileges to the Pittsburg, Allegheny and Manchester Passenger Railway Company. His Honor says:

The first preamble to this ordinance declares that by reason of the termini of various railways being situated at the inter-

section of Liberty avenue and Sixth street the operation of the cars of said traction companies is attended with more or less danger to the public. The second preamble proposes to remedy this evil by making such a distribution of cars of said traction companies as will secure safety to the cars and additional earnings throughout the city. The ordinance then proceeds to give the Allegheny and Manchester Passenger Railway Company the right to construct, maintain and operate an electric street railway beginning at end of Northside bridge on Seventh street, thence along Duquesne way to Water street, thence along Water street to Wood street. Also at end of Northside bridge to connect with tracks of Transverse Passenger Railway Company, thence along seventh street to Liberty. Also at corner of Sixth and Penn to connect with south track of Citizens' Passenger Railway Company, thence along Liberty street to Wood street, with authority to straddle said track on Penn avenue if permission cannot be obtained from Citizens' Railway Company to use the track already there.

With the Consent of Another Company.

Also with consent of the Allegheny Traction Company to connect with the tracks of the Transverse Passenger Railway at Sixth and Liberty, where said streets intersect with Market. Also with consent of the Allegheny Traction Company, said company shall have the right to operate its cars over all the streets occupied and occupied by the Allegheny Traction Company for the operation of its cars, and also upon such other streets as the Allegheny Traction Company, as lessor of the Transverse Passenger Railway Company, may have the right to operate its cars on.

Also, beginning at Liberty and Market, thence along Market street to Fourth avenue, thence along Fourth avenue to Wood street, thence along Wood street to Transverse tracks, with consent of the Allegheny Traction Company. The ordinance provides also that the Exchange Street Railway Company be authorized to lay tracks on Market street, then the Pittsburg, Allegheny and Manchester Passenger Railway Company, its successors, lessees and assigns shall obtain consent of said Exchange Street Railway Company to operate over its tracks on Market street. Also, that it shall be authorized to agree with such street railway companies as have right and tracks on Fourth avenue between Market and Wood to use such tracks for the operation of its cars. If permission from other companies cannot be had for the use of tracks on Market and Fourth avenue, then the said Pittsburg, Allegheny and Manchester Passenger Railway Company shall have the right to lay additional tracks upon Market street and Fourth avenue, over the route specified. The ordinance provides for numerous other rights and franchises which I have really no time to enumerate.

A Wide-Sweeping Omnibus Measure.

It is an omnibus measure in the fullest sense of the term. It seems to have been drawn especially in the interest of lessors, lessees, successors and assigns. It is evidently intended to convert into a franchise and grant all the rights, powers, privileges and franchises which the company may see fit to use or exercise at any time in the future. It is the most comprehensive and complete piece of legislation that has been submitted to me for approval since I have occupied this office. Never before, as far as I have knowledge, has any one ordinance conferred such extensive rights, privileges, and franchises, without one scintilla of compensation to the city. It even contains a provision modifying the section of the general ordinance requiring companies to pave between the tracks and one foot outside thereof. This paving, as provided by the ordinance, is to be limited to streets not paved with block stone. The Transverse Passenger Railway Company, which occupies Wood street, paved between the tracks and one foot outside thereof with block stone as a small compensation to the city for its occupancy of the street.

Under this ordinance, the Pittsburg, Allegheny and Manchester Passenger Railway Company is authorized to use the Wood street tracks jointly with the Transverse Passenger Railway Company, and to relieve from paving because the street is already paved with block stone, and yet the ordinance requires no other compensation. The company is granted permission to operate its cars upon this important street without the payment of any money to the city. The ordinance will apply with equal force to many of the other streets enumerated in this ordinance.

Danger at Fourth and Wood.

Let me refer to one of these. If the Pittsburg, Allegheny and Manchester Railway Company is permitted to occupy this street and Fourth avenue, all its cars will swing around the corner of Fourth avenue and Wood street and cross the tracks of the Wylie avenue line in order to reach the tracks of the Transverse Company on the east side of this street. We will have cars circling round Wood to Fourth, and cars swinging around from Fourth to Wood, every minute in the day. This conversion of corner already dangerous into a place of ten-fold greater danger. I might speak also of Fourth and Market, Fifth and Market, Fifth and Wood and many other crossings and corners, but time will not permit.

I mention these things to show that while the ordinance may lessen the danger, as claimed by the company, at Liberty and Market, it will increase the peril in a dozen other places. And yet there is no provision in the ordinance requiring the company to station men at these dangerous crossings and corners for the protection of the public. By and by the city will be asked to play the part of the pillager, as usual, and supply officers, who shall be paid by the taxpayer, to protect the lives and property of our people from the consequences of corporations that have become rich, and are becoming richer by wresting gratuitous franchises from our municipality. Aye, it is said that after awhile an ordinance will be passed placing a tax of \$50 on each street car operated on the streets of our city.

Giving Away Too Much Value.

We have given away very many valuable franchises without demanding any equivalent return to the city. Some of these have been utilized by the companies receiving them, while others have been transferred to other corporations for valuable considerations. It is not our duty as the sworn representatives of the people to see that these numerous rights and privileges which are a source of so much profit to companies and corporations are made a source of revenue to our city? My objections to the placing of tracks or the operation of cars on Market street are fully presented in my communication accompanying the Exchange street ordinance which is herewith enclosed. These objections apply with equal force to this ordinance and need not be repeated here.

The Mayor's third veto was placed upon the ordinance authorizing the Controller to issue his certificates upon the Mayor for warrants in favor of the Allegheny Light Company for lighting Municipal Hall and the market house by electricity. The Mayor says:

Under a contract with the Pittsburg Gas Company the city is entitled to the use of about ten thousand (\$10,000) dollars' worth of gas free. Last year none of this gas was utilized, for the reason that the lighting of all the public buildings was covered by contracts with the electric light company. As the contract with the Allegheny County Light Company expired several months ago and has not yet been renewed, there seems to be no obstacle in the way of lighting the Market House and Municipal Hall with gas.

Gas Would Cost Nothing.

Gas, I am informed, was substituted for electric light in the market house April 1, but there seems to be some objection to its use in Municipal Hall. The market house and this hall will consume about all the gas to which the city is entitled without charge and they are the only buildings, it seems, in which it can be conveniently used. To light these buildings with electric light will cost the city not less than \$5,000 or \$10,000; to light them with gas will cost nothing. The lighting of Municipal Hall with electric light is now costing the city at the rate of \$4,000 a year. To light it with gas will cost nothing. While electric light may be preferable to and somewhat more convenient than that of gas, the difference is not in my judgment sufficient to justify the use of the former when we can obtain the latter without expense to the city.

It was the intention, when the Appropriation Ordinance was under consideration, to light these buildings with free gas, as the item of \$5,000 for electric lighting was stricken out of the estimates of the Department of Public Works. Why that intention has not been carried out, I do not know. I

can see no good reason why we should expend four or five thousand dollars in lighting this hall when we can light it for nothing. The light that is good enough for the great mass of our citizens in their residences, is certainly good enough for this hall, especially when it can be obtained free.

WHAT SAY YOU?

Are These Bargains

OR

Are They Not?

It would be a useless waste of words to comment upon any of the following bargains which are offered this week. Mere mention of the articles, with the prices at which we propose selling them, should make things decidedly lively in our Dress Trimming Department. Read and decide if you cannot save money here:

200 gross fine White Pearl Buttons, 18 to 24 lines, at 12 1/2c per doz.; worth fully 25c.

200 gross finest Cup-shape Pearl Buttons, 18 to 24 lines, at 12 1/2c per doz.; worth fully 25c. These were imported before the McKinley bill became law, and sold to us by an overstocked importer.

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SEE IF YOU CAN KEEP YOUR EYES

ON THIS ARTICLE. IF YOU DO, IT WILL CERTAINLY INTEREST YOU.

There is no item in this paper that is more worthy of consideration than this one, because it is a GUIDE and Warning to the UNTHINKING

Who are in the habit of biting at poisonous bait. WE won't dwell much on this subject, but will say that there is one thing certain, and that is, THE HARD WORKING MAN who has a family to support will appreciate this slice of news, because the workingman is the one who has to struggle to make ends meet, if he only earns small wages, and is the one who tries to make

HIS DOLLAR GENTLEMEN. Go the furthest and who appreciates the extent of its purchasing power the most.

Never in the history of our big increasing trade, or during any of our former special sales, has there been such universal satisfaction, such demonstrative approval and such a grand outpouring of the people as there has been THIS WEEK.

The great surging crowds were a sight to behold, and we will try to make it more interesting before the week is over. THIS IS WHAT KEEPS US BUSY:

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THE ORIGINATORS OF THE Small Profit System. Proprietors Union Clothing House, CORNER OF Fifth Ave. and Wood St. my44

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460 Pairs Ladies' Fine Dongola Button, heel or spring heel, tipped or plain; worth \$1.50 to \$2, at..... 99c
300 Pairs Ladies' Fine Slippers..... 99c
480 Pairs Misses' Fine Dongola Spring Heel Button, tips or plain, fully worth \$1.50 and \$2, at..... 99c
290 Pairs Child's Fine Dongola Spring Heel Button..... 99c
780 Pairs Gents' Fine Dress Lace or Congress, Seamless, plain toes or tips, sewed fine style, worth \$2, at..... 99c
540 Pairs Gents' Fine Slippers and Low-Cut Shoes, worth from \$1.50 to \$2, at..... 99c
360 Men's and Boys' Baseball Shoes..... 99c
290 Pairs Men's, Boys' and Ladies'..... 99c
600 Pairs Men's Splendid Seamless, all solid leather, tap sole, Lace or Congress, tipped or plain, worth \$2, at..... 99c
680 Pairs Men's Splendid Hob-Nailed, Double Sole Shoes, or double soles and tap sole without nails, worth \$1.50 to \$2, at 99c

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