DISPATCH, FRIDAY, DECEMBER 9. THE PITTSBURG river and Lake Erie by an enlargement of the Miami Canal, extending from Cincinnati to Toledo. The report of the United States Engineers, who examined into the project in 189, states that a canal the same size as the Erie, of New York, viz., double looks 110 XB feet, with 7 feet depth, overcome in 958 miles, 852 set of lookage (370 feet up irwin lake to summit, 812 feet from summit down to the Ohio river.) A canal of this size, viz., 900-ton bons, is probally as large as could be supplied with water on this route. Its esti-mated cost was \$25,507,000. In 1859 the State of Pennsylvania ab-pointed a Shitp Canal Commission to report meet the Unper Ohio river with the lakes. The business of Pittsburg and adjoining districts along the route of the proposed canal with the lakes now amounts to more than 5,000,600 tons of iron ore and about 2, 000 ons of coal annually, besides a vast meet a fearbridge. NEW ADVERTISEMENTS. NEW ADVERTISEMENTS. NO MORE MULE POWER. MARRIED. BROWNE-AGNEW-At Philadelphia, Pa December 6, 1892, by the Rev. Bobert H. Ful-ton, D.D., Miss ELLA BROWNE, of Hunting-X ALL READY. Steam Will Be the Feature of the ion, to CHARLES N. AGNEW, of this city. Canal of the Future. DIED. ALLES-On Wednesday, December 7, 1892 at Sr. M., Sorma, widow of the late Adam Alles, in the 65th year of her age. LAND CARRIAGE IS NOT BETTER Funeral from her late residence, No. 35 Knox avenue, Thirty-first ward, on SATUR-When the Other Method Is Placed Upon DAY, December 10, at 2 P. M. Interment Combine to make our a Modern Basis. private. BRATT-Suddenly, at 11:30 A.M., December 8, at family residence, 165 Lacock street, Al-legbenr, WILLIAM R. BRATT, son of Matilda P. and the late Thomas Bratt, aged 37 years. INTERESTING IDEAS OF COL. ROBERTS 1 than 5,000,000 tons of 1700 doe and house, 000,000 ons of coal annually, besides a vast general commerce. There is no coal whatever along the lakes, and it is conveyed to certain lake harbors in Pennsylvania and Ohio by rail, and there transferred to vessels for distribution; and the mines of West Virginia and Kentucky, as well as those of the States before named, are target to supply the demand, which is proving with wonderful rapidity. Pittburg slips about 4,000,000 tons of coal annually to the Southwest by river, and with the proposed lake outlet could vastly increase its trade with the Northwest. Nearly one third of the pig metal production of the united States comes from a lew counties surrounding Pittsburg in Pennsylvania and Ohio, hence the action of the Pennsylvania and Ohio, hence the action of the Pennsylvania and Ohio, nence the action of the Pennsylvania and Ohio, nence the action of the tween the Ohi and Lake Erie is one worthy of attention, and a ofill is now pending in Congress for the further examination of the project. Funeral services at Trinity Episcopal Church, SATURDAY EVENING, December 10, at 7:00 o'clock. Interment private SUNDAY at 2 Among the valuable papers read at the fifth International Congress on Inland Nav-P. M. Please omit flowers. [Philadelphia, Fa., and Venturs, Cal., papers igation recently held at Paris was one from Colonel T. P. Roberts, of this city. It was please copy.] BURCHFIELD-At his residence, Edge-water station, Allegheny Valley Baltroad, on Thur-day morning, December 8, 1992, Lavy BURCHFIELD, in his 83d year. Funeral on SATURDAT, December 10, at 1 in the country. devoted to a discussion of the respective positions occupied by the waterways and the railways in general transportation in the United States. Among the ideas de-

veloped were the following: Canals were introduced into this country on the English models, and several thou-sands of miles of them were built cotemporaneously with their development abroad, chiefly in the period between 1825 and 1850. Some were constructed with a capacity of about 40 tons, although the majority of them A Feasible Route Found.

were intended for 65-ton boats, and they were often carried through hilly regions with frequent locks of very small lift (four to six feet) and generally illy supplied with water. In the case of many of these canals it would have been impossible ever to have enlarged them to the capacity now required to enable them to compete with the modern railway, and excess of lockage or difficulty in obtaining a sufficient supply of water must forever preclude the hope that many canals will be built in this country.

In addition to the natural obstacles alinded to, the great first cost of canals such as would serve this purpose restricts them to routes where a heavy business is certainlocks. By means of reservoirs on streams tribu-tary to the summit level, 15,000,000 cubic feet of water for daily supply at that point can be provided. The water supply may be increased so that its total will be 45,000,000 cubic feet per diem, by drawing npou large streams and reservoirs located east of the summit. to routes where a heavy business is certain-y to be relied upon. Canal hoats cannot, like railway cars, be taken into the whre-houses, etc., and being n many cases not so convenient, their use for short carriage pre-sents no advantages, hence they will seldom under any circumstances be built separate from main lines connecting important trade centers or lines connecting aggregated systems of navigation, such as our interior lakes and the Mississippi river system.

No Victory for L and Carriage.

streams and reservoirs located east of the nummit. The estimated cost of this project is \$27,-00,000,000,000. Most of the route is in natural waver courses, and no cuts more than 20 feet deep above water level appear on the profile. Fittaburg and the great manufacturing dis-tricts along the Beaver fiver, through which the canai is projected, with more than 1,000,-000 of population directly interested in cheapening the commodilies which give the same longing eye that. Manchester looked at the ocean. Bringing as it does the perior to its doors, and making up for sev-varitals" and "departures" and their glow-ing figures of imports and exports, it has thus come that an interior community is not only urging a connection with the lakes, but improvement of the lake navigation, and extension of it by means of a new mod-ern canal eastward to tide water. It is to be acknowledged, however, that many of the canals sold by the States or corporations which constructed them could have been made valuable in the future as branches of the main lines now 'contemplated. The competition between canals and railways in this country, never, in any

and railways in this country, never, in any fair sense, resulted in a victory of land car-riage over water carriage—the victory was that of the steam engine over horse flesh— and very poor horse flesh at that. When the properly constructed steam en-gine is mounted upon the properly con-structed vessel—and not until then—will we see the conflict decided upon its real merits, and we need inve no lears that anything but good big engines will ever be mounted upon our future canal boats; and that means deep water and a carrying enpacity greater by far than is possible to put in single trains of cars. trains of cars.

Cabinet photos \$1 50 per doz. Panel pict-ure given with every doz. better grade. Cravons from \$2 50 up. Large assortment of trames. Lies' Portrait Studio, 10 and 19 by far than is possible to put in single trains of cars. Up to the present time the Government has held itself aloof from undertaking any important canal work, if we except the St. Mary's canal, connecting Lakes Superior and Huron, so that even with many years' continuance of the present policy of ex-penditures in the desultory manner which has heretofore been pursued, no marked ad-vantage - if indeed, any at all - to the "through freight" business of the country will be observable. The most that can be hoped for is that the large annual appropri-ations will bring about a more intelligent consideration of the whole subject, and lead eventually to the construction of deep water-ways, where actually needed. In the Way of Go d Work. Sixth street.

In the Way of Go d Work.

In some respects, the General Government really stands in the way of good work which might be done by private enterprise, for, in effect, it has given notice that it claims juris-diction over the waterways of the country, and as it has reached this attitude by com mon consent, private capital is not encour a. ed to invest in river works, though the right of States to charter private companies for such purposes is well settied. The gov-ernment's jurisdiction, reierred to, is di-rected to the rights of navigators, protec-tion of channes, etc., it being held, also, that all rivers should be free, and the Gen-eral Government has obtained by gift, or purchase, the freedom of several magnifi-cent river improvements, and is moving in the matter of the purchase of the more im-nortant ones. a ed to invest in river works, though the

. M. Friends of the family are respectfully invited to attend. CONNOLLY-On Thursday, December 8, 1892, at 3 P. M., CATHERINE, wile of B. B. Con-nolly, nee O'Brien, aged 33 years.

Funeral from late residence, Belifield avenue, near Eldge avenue, Thirteeth ward, SATURDAY, December 10, at 8:30 A. M. Will proceed to St. Johns the Baptist Church,

The engineers of the State Commission reported a feasible route from near the where high mass will be said at 9 A. M Friends of the family are respectfully invited to attend. FOSTER-On Thursday, December 8, 1894, at 645 P. M., BIRDIE W., [wife of Dr. W. S.

Foster. Funeral services at her late residence, 133 Wylie avenue, on SATURDAY. December 10, at 1:30 P. M. Interment private at later

reported a feasible route from near the State line of Pennsylvania on the Ohio to Lake Erie, via the Beaver river, etc. The canal suggested is 132 feet wide at the sur-face, 100 feet at the bottom, with 15 feet of water. Locks were proposed having an available length of 300 feet by 45 feet wide, with 14 feet on their miter sills. Distance from the mouth of the Beaver to summit level (which is 20 miles long through a marshy country), 71.1 miles; litt, 36.7 feet in 25 lock. Distance (including summit level) to Lake Erie at Consent harbor, 12 miles; descent, 45.1 feet, also in 25 locks. GALLAGHER-On Wednesday evening, December 7, 1892, at 7:30 o'clock, DoMENEC GALLAGHER, in uis Stath year. Funeral from his late residence, corner Roberts and Enoch streets, on SATURDAY MORNING at \$30 o'clock. Services at St.

Bridget's Church at 9 A. M. Friends are inited to attend. HELBLING-On Wednesday, December 7, 1892, at Jacksonville, Fla., Michael Helb-Ling, aged 25 years.

Notice of funeral berea 'ter. KALKHOF-On Weinesday, December 7, 1892, at 10:20 A. M., EVA KALKHOF (nee Alles), wife of Emil Kalkhof, in her 58th year. Funeral on Fainay, December 9, 1892, at 2 r. x., from late residence, 12 Knox avenue, Southside. Friends of the family are re-

LUTZ-On Tuesday morning, at 1 o'clock, OTTILLIA CREZENTIA, only daughter of Anton and Parline Lutz, aged IS years 1 month and to days.

street and Spring Garden avenue, on FEIDAY. December 9, 1892, at 9 A. M. Solemn high mass at 9:30 at St. Mary's Church, Liberty street, Allegheny. Friends of the family are respectfully invited to attend. 3

respectfully invited to attend. Funeral services at St. Paul's Cathedral at 2 o'clock, . M., FRIDAY.

MALONEY-At parents' residence, corner Thirtieth and Preble streets, on Wednesday, December 7, 1882, at 11:30 A. M., DANIEL, son of Jeremiah and Mary Maloney, aged 10 years 6 months.

In morocco, seal, lizard, calf and Bussia leathers, with and without sterling silver and gold mounting; alcogether the cholcest and handsomest collection ever in Pitts burg. Jos. Encunatum & Co., 48 Fitth avenue. vited to attend. Whether you wish to purchase or not, you

Funeral services SATURDAY, December 10, at 2 o'clock P. M. Interment later at Drav-

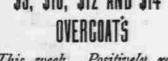
osburz. 2 NIEMEYER-At his residence, No. 15 Wal-nut street, Allegheny, on Tuesday afternoon, December 6, 1992 at 2, 15 o'clock, CHRISTIAN NIEMETER, in the 65th year of his age. Funeral will take place from St. John's German Lutheran Church, corner Madison avenue and Liberty street, Allegheny, Fai-

tend.

shapes and sizes, AT \$2.50.



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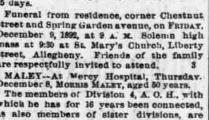




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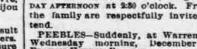
Funeral FRIDAY MORNING at 9 o'clock.

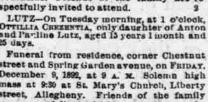
McLAIN-On Thursday, December 8, 1892, 2 o'clock A. M., at Dravesburg, Pa., Joseph Milrow, son of Hon. Joseph R. McLain, of Claysville, Pa., aged 31 years.

PEEBLES-Suddenly, at Warren, Pa., on Wednesday morning, December 7, 1899, FRANCIS HERRON PEEBLES. Funeral services at the obapel of H. Samon, Sixth avenue, on FRIDAY, December 9, at 12 o'clock. Interment private. Youngstown and Sharon papers please copy.] BANKIN-On Wednesday. December 7, at 12:10 A. M., GEORGE W. BANKIN, in his 40th Besideuce. Pittaburg year. Funeral from his late residence, No. 920 Monongahels City Monongahela City Fourth avenue, McKeesport, Pa., on FRIDAY, December 9, at 3 P. M. Friends of the family Elrod are respectfully invited to attend. . Pittsburg RITTER-On Tuesday, December 5, 1892, at 6:15 r. M., FRANCISCA, daughter of Sebastian and Katherine Ritter, sged 21 years. Funeral from the parents' residence, No. Pittsburg West Elizabeth 716 Main street, Sharpsburg, on FRIDAY at 8

Friends of the family are respectfully in-

DAY AFTERNOON at 2:50 o'clock. Friends of the family are respectfully invited to at-





MALEY .- At Mercy Hospital, Thursday, December 8, Monnis Maley, aged 50 years.

which he has for 16 years been connected, as also members of slater divisions, are

R. S. DAVIS & Co., Rooksellers, 96 Fifth avenue.

The matter ones. It is manifest, however, that either the Government should construct some of the great improvements demanded by the times, or encourage private capital to invest

innes, or encourage private capital to invest in them. As has been already stated, the region of the country where commerce is most active is embraced in the area lying between the lakes and the Onio river, east of the Missis-sipil to the scaboard. In this district are located the chief commercial and manu-fecturing cities; it includes all of the devel-oped coal and iron ore fields, excepting that of the recently developed districts in Tenn-essee and Alabama, before spoken of; it is also the region of the greatest production of the leading agricultural stuples, such as wheat and corn, as well as the seat of the inverse. **An Empire Within Itself.**

An Empire Within Itself.

It would burden this paper unnecessarily to enter into the statistics of the internal commerce of this large, fertile, highly de veloped, wealthy and populous region. It is an empire within itself, nowhere else on the globe equaled in respect to the magni tude and value of its productions and in the extent of its internal commerce. Of the total 65.541,617 tons of freight ear-

Of the total 65,541,617 tons of freight ear-ried by rail for the fi-cal year ending June 20, 1890, it is impossible to state how much is to be credited to each group. These figures can, however, be approximately given from other sources. In addition to the 650,000,000 tons of railway traffic, the census report (Bulletin No. 179, April, 1892,) reports that during 1889, 172,110,423 tons of merchandise were transported by water, exclusive of canals, (of which the census report gives no statistics). The marine business is dis-tributed as follows:

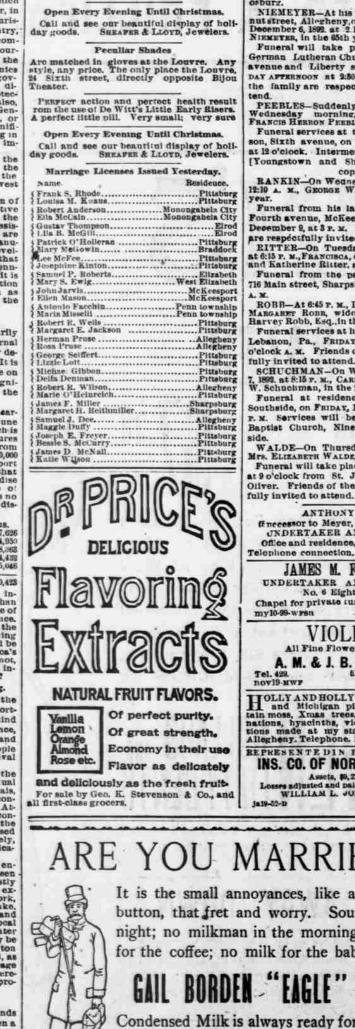
	Tons.
Atlantic Coast	77,597,626
Gult o. Mexico	2,864,950
Pacific Coast	8,818,368
Great Lakes	58,424,439
Mississippi Valley	29,405,046
Total	172,110,423

Total.....

Where Yankee Enterprise Is Lacking. On this point it is to be confessed that the Yankee nation, held abroad to be so resort-ful and quick-witted, lags woefully behind the nations of Europe, and it is to France, Germany and Italy, as well as to England

<text><text><text><text>

Franght With Great Consequences, It has, however, dawned upon the minds of many that the saving in cost of even a few cents per ton upon some commodities is fraught with great consequences. Within fraught with great consequences. Within the past year more than 30 iron smelting furnaces in Eastern Ohio and Western Penh-sylvania remained closed for a number of months, on account of the inability of the months, on account of the inhomity of the railroads engaged in supplying them with coke fuel to meet their demand for a reduc-tion of 25 cents per ton in freight rates. It has been proposed to connect the Ohio



ROBB-At 645 P. M., December 6, 1892, Mrs. MARGARET ROBB, widow of the late James Barvey Robb, Esq. in the 79th year of herage. Funeral services at her late residence, Mt. Lebanon, Pa., FRIDAY, December 9, at 11 o'clock A. M. Friends of the family respectully invited to attend. SCHUCHMAN-On Wednesday, December J. 1892, at 8:15 F. M., CARRIE STONER, wife of J. W. Schuchman, in the 29th year of her age. Funeral at residence, 2806 Carson street

outhside, on FRIDAY, December 9, 1892, at 9 P. M. Services will be held in the Union Baptist Church, Nineteenth street, South-WALDE-On Thursday, December 8, 1893, Mrs. ELIZABETH WALDE, in her 68th year. Funeral will take place SATURDAY MORNING at 9 o'clock from St. Joseph's Church, Mt. Oliver. Friends of the family are respect

ANTHONY MEYER. (Enccessor to Meyer, Arnold & Co., Lim.) UNDERTAKER AND EMBALMER. Office and residence, 1184 Penn avenue. Telephone connection. myll-57-wwrat JAMES M. FULLERTON, UNDERTAKER AND EMBALMER, No. 6 Eighth street. Chapel for private tunerals. my10-99-wrsn Telephone 1153 VIOLETS. All Fine Flowers in ; easo A. M. & J. B. MURDOCH.

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