

Belgium and France the people are turning from the railroads to the canals.

Steam as the Motive Power.

"For years the Colonel advocated the introduction of steam as the motive power of the canal. Cur old waterways were constructed years ago, and were adequate to the needs of the country at the time. Because the growth of business outstripped the capacity of the old waterways, it was necessary to build large canals carrying steam vessels would not be a great step in advance to-day. Instead of backward, as the railroad people claim. The railroads are very selfish of their interests, and yet every man knows they are not equal to the traffic of the country. Witness the excessive rates charged and the long delays and trouble we have to contend with in shipping goods. The only question about the Erie canal is its feasibility. Uncle Sam should build these internal waterways. The time is coming when the Government will take hold of these great projects in earnest. It won't be long before the nation will be in a position to develop the interior. I admire the way in which the Southern people by pulling together have succeeded in building the Government to sink in mud holes. While the North has been frittering away its time and opportunities the South has been getting appropriations, and I regret to state that the Government has been making improvements was so much through state funds. The United States has grown to such an extent that nothing small will do for our people. The Erie canal is the key to the West, and I am in favor of any great project like the Erie canal, because it will help the country."

Cincinnati Enthusiastic for the Canal.

Captain Wise, another prominent riverman, said the Cincinnati people were enthusiastic for the canal. He had canvassed the river Congressmen, and they will vote for the canal bill this winter. "You need not waste your time in the river, because the canal is in general way, but had no idea of the details. I am a railroad man," he said, "for several reasons. In the old days we shipped our goods on the river. Now we are shipping them on the canal. The canal is a better waterway for Cincinnati. If the canal will benefit the city, I am in favor of it."

Lack of Enterprise Depreciated.

Captain Alexander Montgomery, another wealthy owner of a line of boats that ply between Pittsburgh and St. Louis, complained bitterly of the lack of enterprise among river people. He said the public at large had no idea of the importance of the Ohio river. "I am a great believer in navigation," he said, "and it is a pity that the streams of the interior are neglected. The Ohio should not only be made navigable all the year around, but it should be connected with the lakes. The commerce of the Ohio is a small matter, and ought to be increased and protected. It wouldn't take a vast deal of money to confine the water and make the river deep enough to float rafts at all times. The traffic is more than sufficient to warrant the expenditure in improvements."

When the construction of the Erie Canal would add to the value of the Ohio 100 fold. The grain and iron ore would come this way through Pittsburgh, and there wouldn't be this constant blockade on the railroads during the winter season. The canal would be the river and canal offer the safest means of transportation in the world. When a man ships by river he can go to bed at night and be assured that his goods are safe. Or later his freight will reach its destination all right. The wrecks on the river are few and far between, and are caused by the lack of proper equipment, principally barge pilots.

Railway Smashups Too Frequent.

"But how numerous are the smashups on the railroads! Every day large quantities of valuable goods are destroyed and damage on the country is considerable. It is surprising what an ordinary river boat can move in one cargo. For example, one of my boats, the Frabien, will leave Pittsburgh for Cincinnati with about 6,000 tons of freight on board. In the cargo are 1,000,000 brick, and steel rails from the Edgar Thomson mill. The rails were sent from the river boat at Bradenton, and was done earlier than putting them on cars. It would take a very long train to carry the Frabien's shipment. I feel confident the Erie Canal will be built."

W. B. Carpenter is one of the delegates to the National Board of Trade, and will vote for the indorsement of the Erie Canal.

He attended the last waterway convention at Evansville, Ind., in June, and was one of the delegates to the Cincinnati Freight Bureau. Mr. Carpenter is a stationer, so that he can't be accused of having an axe to grind in urging the construction of the canal. He has a lot of interest in the growth of the city. He said that any improvement or extension of navigation that would benefit Pittsburgh would help Cincinnati. The interests of the two cities are common and identical. He said local shippers complain of freight discriminations, and he had seen enough to know that the complaints were just. He added that he was glad of the opportunity to work with Pittsburghers for the success of the enterprise. He hoped the day was coming when the Ohio, the Mississippi, the great lakes and the ocean would be connected by a series of waterways.

G. G. Kingsbury is also a member of the delegation to the Board of Trade. He is the manager of the American Express Company. In Cincinnati pretty nearly every business man in the city is a member of the Chamber of Commerce. The men at the head of the transportation companies take an active interest in the canal. The American Express Company, the corporation pays the annual dues for its agent, and is glad to be represented in the trade organization. In Pittsburgh the same is true, and that they are not given a chance to work with other business people in the Chamber of Commerce.

Money Couldn't Be Better Spent.

Mr. Kingsbury in discussing the canal said: "I don't know anything about the details of the project, but I believe it will be a good thing for the country and money well spent. I am not worried about the feasibility of the project. It is a question for the engineers. I am in favor of any improvement that will help business."

It will be remembered that some time ago the Wells, Fargo Express Company was forced out of Pittsburgh by the express privileges from the Pittsburgh and Western road, but when it was purchased by the United States Company and given a license for a time the Wells, Fargo Express Company intended to maintain its Pittsburgh office by using the river to Wheeling and the canal to Lake Erie. The road from that point, but finally owing to the roundabout route the plan was abandoned. This bit of ancient history is cited to show how competition is stifled in Pittsburgh. With a canal to the lakes and a navigable river to Cincinnati both cities would be better off so far as transportation facilities are concerned.

E. V. Brookfield, also a National Board of Trade delegate, sprained his ankle some time ago, and has been unable to walk since without crutches. Mr. Brookfield believes waterways should be built and the river improved to hold down the railroads. "I haven't looked into the Erie canal scheme," he said, "but I have heard considerable about the object of it. Of course, everything depends on its feasibility. I believe all our large rivers should be utilized, and the work should be done by competent Government engineers. The

trouble in this country is that too much money is wasted on useless improvements. But one thing is evident, the railroads can't handle the nation's freight loads. Our people are in favor of any feasible waterway that will benefit the cities of the interior."

The time for the North to come in.

Mr. Stone, a prominent broker, as he studied intently the map of the Erie canal, said: "I am tired of seeing the South get all the money from the Government for waterway improvements while the North is practically cut off with selling. Our people miss it by not uniting and pulling together. It is not jealousy but apathy that is responsible. I have heard in general that the Erie canal project and that it is all right, but the people don't seem to care. I know about it, but it is a worthy enterprise the people should band together and insist that Uncle Sam build it. We are not going to modest. We have caused or something else to keep the railroads in line. They are too arrogant and independent."

Captain Holloway, Commodore David of the Erie canal, said: "The Erie canal project, Captain Holloway wanted to know whether Lake Erie is higher than the Ohio river. He seemed to think if the lake was lower the canal could not be constructed. A number of people have the same idea, and it is a mistake. Well, the lake at Conneaut Harbor is lower than the river at Pittsburgh, but the Erie canal is not overcome by locks. The water supply on the summit was guaranteed by such engineers as the late Mr. Goodwin and the late Mr. Smith. The canal project, Pittsburgh is 690.3 feet, and the elevation of the summit level 1016 feet. The difference or 316.7 feet, is the distance to the summit on the river side. The elevation of Lake Erie at Conneaut harbor is 572.9 feet above the ocean, or the lake is 443.1 feet below the summit. That is, the lake is about 157 feet lower than the river at the points named. The total lockage to overcome is 125 feet, and Colonel Roberts is authority for the statement that no other canal scheme projected for the Ohio and the lake can be such a showing. In all of them the lockage is more and the distance to the lakes longer. In addition the water supply would be less, and the canal would be a route mapped out through Western Pennsylvania."

The Water Supply Inadequate.

Marietta is the only point along the Ohio where the river and the lake are on the same level, but the summit to overcome is higher than at Marietta. The water supply is not sufficient. According to the Government reports on proposed canals across the State of Ohio, the Pittsburgh route is the shortest, being 103 miles long, and almost a straight line from the mouth of the Beaver river, and is by far the most feasible and cheapest to build. Furthermore, such a canal would have the benefit of the Erie canal, which originates daily in the metropolis of Western Pennsylvania at the head of the Ohio.

It is strange how, if you want to hear the news about your own locality, you can get it away from home. I heard in Cincinnati of a serious division that occurred at one stage in the Pennsylvania Commission about the lake terminus of the canal. Secretary Eben Brewer, being an Erie man, naturally wanted the canal to run to his town, and the people in the city were anxious that Erie should not be ignored. But Colonel Roberts, and Mr. Goodwin, found it was easier to steer straight for Conneaut across the Western Reserve. The subject was hotly discussed on both sides, and finally the Erie people were convinced that owing to the formation of the ground Conneaut was the most acceptable harbor. Colonel Roberts argued that the canal would be accessible to Erie anyhow, as the Erie river discharges into Lake Erie at a distance by lake from the city to Conneaut is 22 miles. The truth is that the route to Erie by way of Conneaut is not much, if any, longer than if the canal were built direct to the city from Pittsburgh.

JAMES ISRAEL.

FIRE IN A GREENHOUSE.

Flames Do Much Damage to the Conservatory in the Allegheny Park.

The office of the greenhouse of the Allegheny Parks caught fire shortly before 5 o'clock yesterday afternoon, and was damaged to the extent of nearly \$1,200. The fire originated in the telephone closet, and was caused by the crossing of two electric light wires. The flames had gained considerable headway before they were discovered.

Water damaged the furnishings, which are costly, to a great extent. The damage to woodwork, windows and furnishings will amount to about \$600, and two valuable paintings, one painted by Miss Olive Turner, a landscape, and one by John Hammer, a life-size portrait of a boat-lack, both of which were ruined by the fire, will amount to about \$700. The plants in the greenhouse were not damaged. There was no insurance.

WILL START A NEW PLANT.

A Pittsburgh Glass Company Secures Control of a House at Beaver Falls.

It is reported that a representative of the United States Glass Company has completed negotiations whereby this company will secure control of the idle glass house at Beaver Falls. The arrangements are that the United States Glass Company rig up the plant, and the necessary repairs and start up the house at once. Three hundred men will be employed and druggists' goods will be made a specialty. This company's houses in this city has been devoted almost exclusively to the manufacture of earthenware, and it is thought the plant at Beaver Falls is intended to supply the deficiency the concern has heretofore experienced in this particular class of flint glass manufacture.

TRAINS BADLY DELAYED.

Impossible to Make Schedule Time on Account of the Weather.

Once more the through trains on the Pennsylvania road were knocked topsy-turvy last evening. The Columbia express is due in Pittsburgh at 9 o'clock, but at this hour the express had not yet reached Altoona, and the dispatchers did not know what was the matter. The train was marked annulled on the bulletin board. The limited and last line also were delayed. In Pittsburgh the delay was so great that the passengers of an evening train were crowded last evening. Three sections of the last line were run to accommodate the people.

A FEMALE PICKPOCKET.

She Seizes a Purse With \$30 in It at the Market House.

Mary Eaby, of Lawrenceville, was arrested last evening on a charge of having taken a pocketbook. The complaint was made by Mary Turner, of Wightman's Row, Carnegie, Southside. She alleges while at the market house she caught Mrs. Eaby in the act of taking her pocketbook. She called an officer who arrested the woman, took her to Central station. The pocketbook, which contained \$30 was found on her. She afterwards furnished bail for her appearance at the hearing.

The Stock Company's Election.

The stockholders of the Columbia Iron and Steel Company were held at Uniontown yesterday. The officers elected were: Robert H. Foster, President; James A. Seagriff, Vice President; W. N. Kratzer, Secretary; M. H. Bowman, Treasurer; John K. Ewing, C. Yeager, H. C. Rush, E. M. Buis and Nathaniel Ewing, directors.

Dr. M. H. HARRIS, eye, ear, nose and throat diseases, 720 Penn. street, Pittsburgh, Pa.

Dr. JOHN COOPER, Jr., ear, nose and throat diseases, office Westinghouse building, Pittsburgh, Pa. Hours 11 A. M. to 6 P. M.

## A CITY CHRISTMAS.

The Joyful Holiday Season This Time Will Extend Over Three Days.

ONE YEAR OF PROSPERITY

And Pittsburgh Dutifully Celebrates With Heavy Purchases.

MANY POCKET LADEN SHOPPERS.

Postoffices, Express Offices and Marriage Licenses Booming.

MIDNIGHT SERVICES AT TRINITY

Sweetness long drawn out might be the youth's description of Christmas this year, as it is rather elongated. It really began with dusk last night and will not end until daylight Tuesday morning. There is something so epidemic in either joy or sorrow that they spread like wildfire through human sympathy. Joy and happiness reign just now, when all the world is giving and all the world receiving, and judging from the throngs of well-dressed, package-laden hurrying people, Pittsburgh has nothing to want that prosperity cannot give.

The real season of pleasure with the children began last night, when many churches and Sunday schools threw open their doors to welcome both their scholars and passing little strangers to a gorgeous Christmas

ing room only. Many were going long distances to eat their Christmas dinner with friends and relatives whom, perhaps, they had not seen for years. Many of the railroads did not give any reduction in fares, but the crowd seemed as big as in former years. Small boys were wrestling with Christmas trees and velocipedes as big as themselves, but they struggled bravely, and finally successfully. The employees of the stores will sing a psalm of joy, and so will many other people who, in the festive season, are judging from their fatigued looks last night.

MANY POSTED PACKETS.

The City Postoffices Simply Loaded Down With Mail Matter—The Largest Business Ever Done Here—Some Very Novel Requests to Mail Bulk Matter.

"We have done the biggest business this Christmas in the history of the Pittsburgh postoffice," Mr. McKean said yesterday afternoon. "The special delivery has also been the biggest for years. Last night and day for instance, the double volume of the week and every sub has been called into requisition. Notwithstanding the avalanche of business, not a single mail has been missed, not even on fourth-class matter."

The business yesterday reached the climax, when it overflowed to the corridors, both in Pittsburgh and Allegheny. Some half dozen tables were placed in the corridors of the Pittsburgh office, and fitted out with all the necessary paraphernalia and weighing machines. There was an attendant kept very busy at each table, and several clerks were kept looking out for the light fingered thief. The packages of all sizes, and of all kinds, were piled up on the tables, and the clerks remarked "the next thing they will ask me will be a Christmas tree."

At 3 P. M. it was almost impossible to walk through the corridors. The interior of the postoffice there was a mountain of packages being sorted by the employees. The new stamping machine came in very opportunely. It can stamp 35,000 letters in an hour, and is run by an inexperienced hand. The latest stamp in the office can only stamp 9,000 an hour, and an average man only 6,000. There was a very big business done in registered packages, and judging by the pile in that department there are lots of people in Pittsburgh with lots of spare cash for friends in this country and abroad.

There was a special delivery last night between 7 and 10 in all the resident parts of the city, and to-day the special delivery window will be open between 7 A. M. and 5 P. M.

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Although midnight service is an innovation in Pittsburgh in many Catholic countries it has been the custom for generations. The principal Catholic churches in the city, St. Elizabeth, St. Stephen and Notre Dame, hold magnificent services on Christmas Eve. Some of the best singers in the city, from the Grand Opera, sing at these services. The service is charged and the congregation includes many religions.

In addition to the midnight service there will be held services at 7:30 and 10 this morning and 7:30 this evening. The service is specially prepared a number of Christmas anthems for these services.

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The Street Cars Were Crowded.

The street cars were crowded and did a running business, such as turkeys and game of some of the people to get on, laden as they were, and when inside to save their precious packages from destruction.

At the different depots there was a

excellent crayon portrait of himself, framed and hung up in his house to surprise him. The clerks in the City Assessor's office all received silk umbrellas from a Smithfield street firm.

FIGHTING JACK FROST.

Storekeepers May Scraping Frost From Their Windows.

Among the amusing scenes along the streets last evening were the vigorous attempts of shopkeepers to rub the frost off their show windows. The weather was so extremely cold that all the vendors of goods were soon transformed into fantastic shapes on the glass, and it was impossible to get even a squint at the array of dolls and books and other pretty things displayed inside. Colored men were busy with hot water and cloths keeping away the ice which came as rapidly as it was removed.

In some cases it was noticed that the proprietors in their anxiety to get rid of holiday goods took a hand at the job themselves, but they did not have any more success than their employees. People stood outside and laughed at the men scraping frost from the glass. They seemed to be more interested in watching the feeble shadows inside than buying Christmas presents.

At the Union Depot last evening an extra force of policemen and ushers was put on to handle the crowd. The most desirable place in the station was the corridors of the Pittsburgh office, and fitted out with all the necessary paraphernalia and weighing machines. There was an attendant kept very busy at each table, and several clerks were kept looking out for the light fingered thief. The packages of all sizes, and of all kinds, were piled up on the tables, and the clerks remarked "the next thing they will ask me will be a Christmas tree."

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## IS ON HIS DEATHBED.

Father Henri, Leader of the Economites, Believed to Be RAPIDLY APPROACHING HIS END.

Suffering From Paralysis and Partially Unconscious.

THE CONSEQUENCES OF HIS DEATH

The condition of the venerable Jacob Henri, head of the Harmony Society of Economy, is giving the members of that organization much anxiety. He has been very feeble for some time, but during the past week he has been sinking rapidly and grave fears are entertained for his life. The severe weather of this week is thought to be responsible to a great extent for the rapid change for the worse. The doctors say that on account of his advanced age death may come any time or he may linger for quite a while. He has shown great vitality in the past, and the doctors base their hopes of his living for some time on this fact alone.

Father Henri is thought to have suffered a partial paralytic stroke of the throat and vocal chords, as he has much difficulty in speaking and breathing. This is aggravated by his apoplectic disposition. He is suffering from great debility and lies in a partial comatose condition much of the time.

Has Lost Interest in Life.

He manifests no interest in what is going on around him, and it is with some difficulty that he recognizes his closest friends. He is in his 80th year and in his enfeebled condition the doctors have little hopes of his living for any length of time. What is occupying the attention of the Economites at present is who will be his successor. This society has had many exciting periods in its history, and it was only through the sagacious foresight of its leader, that it has been kept together. He has so endeared himself to his people as to be honored and respected by all, and his whose counsel is ever to be heeded. He has been wonderfully successful in securing the acquiescence of his followers in his various and often unpopular moves. He has been a great success in securing the support of his big moves, so that during his long term of office there have been no serious dissensions or splits in the ranks of the Economites.

On account of the peculiar religious beliefs of this society, which keeps them from marrying, its members have gradually decreased, until they are a mere handful as compared to what they were formerly. At their most prosperous period, when more than 60 years ago, there were fully 800 persons who acknowledged allegiance to the beliefs held by this society. Trouble came in 1852 and about that time the members left the original society and formed a new organization of their own. This split was the result of their beliefs on marriage, and as to the amount of work to be done by the members of the society.