

CITY AND SUBURBAN.

RAILROAD AFFAIRS.

Annual Meeting of the Stockholders of the Pittsburgh, Fort Wayne and Chicago Railway...

The stockholders of the Pittsburgh, Fort Wayne and Chicago Railway Company held their first annual meeting...

The financial condition of the Company at the close of the last fiscal year, ending December 31st, 1885, was as follows:

Table with financial data: LIABILITIES, ASSETS, EARNINGS AND EXPENDITURES.

The total earnings of the road were from freight \$4,485,616.32, from passengers \$2,480,013.39, and other sources \$267,490.15.

The earnings are at the rate of \$15,764.70 per mile of road, and aggregate with 1885, show a decrease in the aggregate of \$25,091.60.

The expenditures were 67 1/2 per cent of the earnings, as follows: For conducting transportation \$1,192,485.87, for motive power \$1,338,653.48, for maintenance of way \$1,800,733.73, for general expenses \$344,725.37.

NET EARNINGS. The net earnings of the main line for 1887 were \$2,738,553.89, showing an increase over the previous year of \$30,622.87.

The earnings of this branch from March to December, 1885, were \$11,587.93, and during the year 1886, \$72,555.49, making a total to December 31, 1887, of \$84,143.42.

The deductions from the accounts of the company, and a comparison of the results of previous years, would seem to establish three different facts bearing on the future income of the road.

The continued high prices of labor and material has prevented much of a reduction of the expenses of operating and maintaining the main line.

The continued high prices of labor and material has prevented much of a reduction of the expenses of operating and maintaining the main line.

The continued high prices of labor and material has prevented much of a reduction of the expenses of operating and maintaining the main line.

The continued high prices of labor and material has prevented much of a reduction of the expenses of operating and maintaining the main line.

The continued high prices of labor and material has prevented much of a reduction of the expenses of operating and maintaining the main line.

The continued high prices of labor and material has prevented much of a reduction of the expenses of operating and maintaining the main line.

his respective spheres discharged his duties. Respectfully submitted by order of the Board of Directors...

FATAL ACCIDENT.

Tuesday evening about six o'clock, as the New York stock train East, on the Pennsylvania Railroad, was approaching Turtle Creek...

The engine reversed, and every effort made to stop the train, which, owing to the heavy descent at that point and the rate of speed the train was moving, was impossible.

The following Board of Directors was elected to serve for the ensuing year: J. F. D. Lanier, Louis H. Meyer, Samuel H. Hill, New York; J. Edgar Thompson, G. W. Cass, Springfield; Harbaugh, J. L. Dawson, Pennsylvania; Kent Jarvis, R. R. Springer, Iowa; John Sherman Ohio; Jesse Holmes, Pliny Hoagland, Indiana; Wm. B. Ogden, Illinois.

A Wicked and Desperate Attempt to Murder—An Infuriated Desperado Fires a Shot at a Fellow Boarder and Gouges Out his Right Eye.

Last night about ten o'clock a desperate and unprovoked attempt at murder was made by an infuriated desperado named James Pitcairn, on John McConnell, a fellow boarder at the house of John O'Connor, on Hand street, near Penn.

The following Board of Directors was elected to serve for the ensuing year: J. F. D. Lanier, Louis H. Meyer, Samuel H. Hill, New York; J. Edgar Thompson, G. W. Cass, Springfield; Harbaugh, J. L. Dawson, Pennsylvania; Kent Jarvis, R. R. Springer, Iowa; John Sherman Ohio; Jesse Holmes, Pliny Hoagland, Indiana; Wm. B. Ogden, Illinois.

The following Board of Directors was elected to serve for the ensuing year: J. F. D. Lanier, Louis H. Meyer, Samuel H. Hill, New York; J. Edgar Thompson, G. W. Cass, Springfield; Harbaugh, J. L. Dawson, Pennsylvania; Kent Jarvis, R. R. Springer, Iowa; John Sherman Ohio; Jesse Holmes, Pliny Hoagland, Indiana; Wm. B. Ogden, Illinois.

The following Board of Directors was elected to serve for the ensuing year: J. F. D. Lanier, Louis H. Meyer, Samuel H. Hill, New York; J. Edgar Thompson, G. W. Cass, Springfield; Harbaugh, J. L. Dawson, Pennsylvania; Kent Jarvis, R. R. Springer, Iowa; John Sherman Ohio; Jesse Holmes, Pliny Hoagland, Indiana; Wm. B. Ogden, Illinois.

The following Board of Directors was elected to serve for the ensuing year: J. F. D. Lanier, Louis H. Meyer, Samuel H. Hill, New York; J. Edgar Thompson, G. W. Cass, Springfield; Harbaugh, J. L. Dawson, Pennsylvania; Kent Jarvis, R. R. Springer, Iowa; John Sherman Ohio; Jesse Holmes, Pliny Hoagland, Indiana; Wm. B. Ogden, Illinois.

The following Board of Directors was elected to serve for the ensuing year: J. F. D. Lanier, Louis H. Meyer, Samuel H. Hill, New York; J. Edgar Thompson, G. W. Cass, Springfield; Harbaugh, J. L. Dawson, Pennsylvania; Kent Jarvis, R. R. Springer, Iowa; John Sherman Ohio; Jesse Holmes, Pliny Hoagland, Indiana; Wm. B. Ogden, Illinois.

The following Board of Directors was elected to serve for the ensuing year: J. F. D. Lanier, Louis H. Meyer, Samuel H. Hill, New York; J. Edgar Thompson, G. W. Cass, Springfield; Harbaugh, J. L. Dawson, Pennsylvania; Kent Jarvis, R. R. Springer, Iowa; John Sherman Ohio; Jesse Holmes, Pliny Hoagland, Indiana; Wm. B. Ogden, Illinois.

The following Board of Directors was elected to serve for the ensuing year: J. F. D. Lanier, Louis H. Meyer, Samuel H. Hill, New York; J. Edgar Thompson, G. W. Cass, Springfield; Harbaugh, J. L. Dawson, Pennsylvania; Kent Jarvis, R. R. Springer, Iowa; John Sherman Ohio; Jesse Holmes, Pliny Hoagland, Indiana; Wm. B. Ogden, Illinois.

The following Board of Directors was elected to serve for the ensuing year: J. F. D. Lanier, Louis H. Meyer, Samuel H. Hill, New York; J. Edgar Thompson, G. W. Cass, Springfield; Harbaugh, J. L. Dawson, Pennsylvania; Kent Jarvis, R. R. Springer, Iowa; John Sherman Ohio; Jesse Holmes, Pliny Hoagland, Indiana; Wm. B. Ogden, Illinois.

The following Board of Directors was elected to serve for the ensuing year: J. F. D. Lanier, Louis H. Meyer, Samuel H. Hill, New York; J. Edgar Thompson, G. W. Cass, Springfield; Harbaugh, J. L. Dawson, Pennsylvania; Kent Jarvis, R. R. Springer, Iowa; John Sherman Ohio; Jesse Holmes, Pliny Hoagland, Indiana; Wm. B. Ogden, Illinois.

The following Board of Directors was elected to serve for the ensuing year: J. F. D. Lanier, Louis H. Meyer, Samuel H. Hill, New York; J. Edgar Thompson, G. W. Cass, Springfield; Harbaugh, J. L. Dawson, Pennsylvania; Kent Jarvis, R. R. Springer, Iowa; John Sherman Ohio; Jesse Holmes, Pliny Hoagland, Indiana; Wm. B. Ogden, Illinois.

The following Board of Directors was elected to serve for the ensuing year: J. F. D. Lanier, Louis H. Meyer, Samuel H. Hill, New York; J. Edgar Thompson, G. W. Cass, Springfield; Harbaugh, J. L. Dawson, Pennsylvania; Kent Jarvis, R. R. Springer, Iowa; John Sherman Ohio; Jesse Holmes, Pliny Hoagland, Indiana; Wm. B. Ogden, Illinois.

The following Board of Directors was elected to serve for the ensuing year: J. F. D. Lanier, Louis H. Meyer, Samuel H. Hill, New York; J. Edgar Thompson, G. W. Cass, Springfield; Harbaugh, J. L. Dawson, Pennsylvania; Kent Jarvis, R. R. Springer, Iowa; John Sherman Ohio; Jesse Holmes, Pliny Hoagland, Indiana; Wm. B. Ogden, Illinois.

THE OBSTRUCTION OF THE CONNELLSVILLE RAILROAD.

No Impediment to the Business of the Road, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

THE OBSTRUCTION OF THE CONNELLSVILLE RAILROAD.

No Impediment to the Business of the Road, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

The obstruction of the Connelleville Railroad, by offering to purchase the property owned by Messrs. Preston, Co., at a fair price, which would enable them to vacate the old track where it slides, and by running near the river.

CITY ITEMS.

Notice. To the public and to witnesses in the case of Commonwealth against Tacks, Shalk and Grierson!!!

All interested are respectfully notified that they will not be required in Philadelphia on Friday, March 20th.

The defendants are required to appear on that day at the bar of the Court and plead to the indictment.

Dr. Spencer's Dental Establishment, 251 Penn Street.

Perhaps in this country there is no better conducted or more complete steam dental establishment than that of our friend Dr. George W. Spencer, whose rooms and laboratory are located at No. 251 Penn street.

Parties desiring the services of a first-class plumber and gas and steam fitter are referred to T. T. Evans, whose establishment is located at No. 163 Wood street, near Sixth.

Beautiful Chintz Prints, 12 1/2 cents at Barker's.

The Spring Styles now making their appearance in the windows of our fashionable dry goods establishments are very neat and well selected.

Black Alpaca and Alpaca Popins at Barker's.

Fresh Groceries, pure teas, aromatic coffees and a large selection of table condiments, sauces, relishes, spices, &c., at McBride & George's wholesale and retail grocery and produce house, No. 164 Federal street, Allegheny City.

Jewelry at Bargains—At Reimann, Meyran & Seid's fashionable jewelry establishment, No. 39 Fifth street, our friends will find a splendid stock of watches, clocks, silver and plated wares, and general jewelry, at greatly reduced prices.

To City and Country Merchants—Having abundantly supplied ourselves with goods before the late extreme advance in prices, we are prepared to sell at less than eastern prices, and invite an examination of our stock.

The Elegant Trunk and Satchels found at such reasonable prices and in such great variety at the popular and well conducted premium trunk factory of Joseph Lebler, No. 104 Wood street, are such articles as the traveler should desire. Call in and see for yourselves.

Large lot Wide Hemmed Handkerchiefs, 25c, at Barker's, very cheap.

Artificial Teeth—Great Reduction in Price—A full set for ten dollars at Dr. Q. A. Scott's, 278 Penn street, third door above Hand.

Table Linens of all kinds. Buy them now at Barker's.

Wheeler & Wilson's Improved Lock Stitch Sewing Machine—The simplest and best. The only machine using Crystal Cloth Presser with its attachment. Sales room No. 27 Fifth street.

Black Silks, just opened at Barker's. Go to Barker's for your Dry Goods. Go to Barker's for your Dry Goods. Go to Barker's for your Dry Goods.

St. Louis Market.

By Telegraph to the Pittsburgh Gazette: St. Louis, March 18.—Tobacco; steady and active. Cotton; demand good and supply light. Middling quoted at 23 1/2c.

Foreign Markets by Cable. LONDON, March 18.—Evening.—Consols, 93 1/2; 5-20's, 72 1/2; Illinois Bonds, 80 3/4; Erie 45 1/2.

ANTWERP, March 18.—Evening.—Petroleum closed firmer at 44 francs and 25 centimes for standard white.

LIVERPOOL, March 18.—Evening.—Cotton was rather more active towards the close, with sales of middling uplands on the spot at 10 1/2-10 3/4, to arrive at 10 1/4, and Orleans at 10 3/4-10 1/2.

NEW ORLEANS MARKET. By Telegraph to the Pittsburgh Gazette: New Orleans, March 18.—Cotton firm, sales 4500 bales middling at 24 1/2c; receipts 3404 bales; exports 3505 bales.

UNDERTAKERS. ALEX. AIKEN, UNDERTAKER, No. 160 FIFTH STREET, Pittsburgh, Pa.

CHARLES & PEBBLES, UNDERTAKERS, 107 FIFTH STREET, Pittsburgh, Pa.

ROBERT T. ROONEY, UNDERTAKER, No. 45 OHIO STREET, Allegheny, Pa.

EDWARD CZARNECKI, UNDERTAKER, 107 FIFTH STREET, Pittsburgh, Pa.

GLYCERINE SOAP. Warranted to contain 40 PER CENT PURE GLYCERINE.

PETER SQUIRE'S CHEMICAL PREPARATIONS. FORTY PER CENT OF PURE GLYCERINE.

WOODRUFF'S PATENT PORTABLE BAROMETERS. Have the following good qualities:

NEW SPRING GOODS. Adapted to a FIRST CLASS MERCHANT TAILORING TRADE.

HENRY G. HALE'S. Corner of Penn and St. Clair Streets.

FOR SALE—HOBOKEN, THE balance of these desirable lots are now offered at private sale, and any one desirous of fine building sites will make a selection.

H. SMITH, Merchant Tailor, 98 WYRTHELL STREET, CORNER OF FEDERAL.

FROM SOUTHERN WHEAT. We have commenced receiving a lot of 50,000 Bushels Prime Southern Wheat.

EXTRA FAMILY FLOUR. B. B. KENNEDY & BROS., 151 N. W. CORNER OF PENN AND ST. CLAIR STS.