PILOTS WITH NERVE.

Interesting Scenes and Gossip From Incline Engineers.

COOL CONSTANCY IN THE ROOSTS.

They Don't Drop Dead, and So the Public Are Safe With Them.

CHATS WITH THE REPRESENTATIVES

The car had just started. It was on one of the steepest inclined plane railways in Pittsburg. Although late at night a jolly party of young folks, returning from some picnic, were aboard. But out on the front platform a melancholy individual, with hollow voice and ghastly movements, clutched the reporter's arm, and pointing to the engineer's lofty pilot-house, croaked:

L. B. Hutton, of the Monon.

"Never more than one engineer in the roost! Suppose he should drop dead from heart disease! What would happen to us?" The reporter shivered. The clammy touch of the man's hand was no more chilling than the train of thought instantly set in motion by

THAT GHASTLY QUESTION.

Looking back over the electric-lighted city, now rapidly sinking below them, the writer calculated the awful speed at which he would slide down to the edge of that city if such a thing as the engineer, high above, should happen to drop dead. What a horrible danger to contemplate? With no hand on the opened lever, how would the car stop when it reached the top? Why, it would crash into the deadwoods—the cables would snap—and the car would dash down to the bottom, or, jumping the track, be smashed to pieces on the rocky hillside. And if——

C. W. Rohm, of the Penn.

"And then suppose the engineer should become temporarily insane while——"

Before the Ideal of a Nightmare had finished his new supposition, the newspaper man had fled, passing inside where there was lamplight and laughing faces.

Nevertheless, a few days later inquiry developed that it is true that two men are never in the pilot houses at the same time. Two men are in a locomotive cab always. A steamboat's pilot office is never occupied by one man alone. Why not have two engineers constantly in the isolated cab of an incline, where more quickness is necessary than aboard either steamboat or locomotive?

L. Powelson, of Duquesne Heights.

MEN OF RARE CONSTANCY.

Notwithstanding all such possibilities, the engineers of the Pittsburg and Allegheny planes are a brave, cool and staunch set of men. With the view of giving THE DISPATCH as much of the truth as possible about them, a short sojourn was made yesterday at each of the stations. The following list shows the names and number of engineers employed and their distribution. At Duquesne incline are two men, W. McClintock and L. Pawelson; at Monongahela, three men, L. B. Hutton, I. Hawarth and Abel Enscoe; at Castle Shannon, two men, Adam Pfeff and C. Ours; at Mt. Oliver, two men, C. Langenbach and Gottlieb Killinger; at the Penn, two men, I. I. Height and C. W. Rohm. In each instance one man is on duty in the day and one at night.

Mr. L. B. Hutton, of the Monongahela Incline, was quite willing to talk, but very loth to admit there is any better incline in the city than his, and for this reason his answers have more weight. He says he has been 17 years in the incline business, and has pretty well gotten over any feeling of nervousness in handling the lever.

"When I was green at the job," he said, "I felt pretty queer—particularly by night; but now nothing could shake my nerve. As long as I keep my nerve the cars are safe; unless, of course, the ropes break. Nothing can save the load then."

"Is it a fact, Mr. Hutton, that there is never more than one engineer at a time in the box?"

"Perfectly true. There couldn't be more than one, as the companies only employ two men altogether, and these have to take the work in turns. Here we have three, but the third man is exclusively for the freight track."

"Suppose, Mr. Hutton, that you were suddenly stricken by heart disease or apoplexy at your post, what would be the result?"

"Why, —— smash, I guess," replied Mr. Hutton; "but then, you know, there's no fear of me in that direction."

"Could other engineers have heart disease, or be subject to epileptic fits without anyone knowing it?" was asked.

"Why, certainly they could. We have to risk all that," was the calm reply of the imperturbable engineer, as he hastened to hoist half a dozen human beings up the almost perpendicular incline.

WITHOUT EXAMINATION.

The same story was told at all the other inclines visited. It was learned in addition that men applying for posts as incline engineers have to pass no medical examination whatever. On railroads and steamboats examinations are made to discover color blindness. Why not in the other case for physical unsoundness? Fits of temporary insanity might easily terrorize the situation. Imagine for one moment the awful probabilities attending such a mistake! In the mornings and evenings there are often a score of passengers on the cars. What freak would be more seductive to a lunatic than to allow such a load to dash headlong down the incline?

On another incline railway one of the engineers, a well-read, intelligent young man, gave the interviewer a graphic account of his sensations when levering up the cars by night.

"I am by nature rather nervous," he said, "but like one of Napoleon's marshals—I forget his name now—I have used my will power as a sort of substitute for the nerve I lack. My will has never failed me, but I often think of what would happen should it play me false at last. Why, often in the watches of the night, I bend over to watch

THE LIGHTS OF THE CAR

ascending through the darkness. They are coming fast enough, but to me they seem to be crawling up;—sometimes I think they will never come. You can't imagine how I long for that car to touch the platform. My very heart stands still as the lights come near and I can see the passengers sitting so calmly in their places. They don't know the struggle that is going on over the lever, and yet their lives depend on the favorable result of that struggle. I am getting more accustomed to the work now; but a few weeks ago I had to combat myself twice or three times a night. In the daytime it is not so bad;—the sunlight gives me courage, I think; but the night is awful! I wish to heaven they would put two of us at the levers instead of one. The corporation should not be stingy in so risky a matter as this."

AN EXCELLENT REMEDY.

How the Dull Season Can be Made Bearable in Pittsburg—A Sure Prevention for All Satanic Schemes.

It is well-known that there are more defalcations and general crookedness among trusted employes in business houses, banks, etc., in proportion to population now than there were half a century ago. Some attribute it to the demoralization consequent on the Civil War, others to the growth of infidelity, others to the growth of anarchical and socialistic ideas, and others again to something else. This class of rascality is not furnished by the pauper scum of Europe.

Who can say that the explanation of ancient rectitude is not furnished by a story told by ex-Mayor Weaver. Mr. Weaver states that long ago, young men in Pittsburg were not idlers as a general thing. At that time the commission shippers and dealers in Pittsburg had houses on Water street, between Smithfield and Ferry streets and they monopolized the space. One of the principal articles of commerce, perhaps the chief, was corn shipped here in sacks from the Wabash. Among these old time dealers was John D. Davis, a very exemplary man, whose righteous soul was vexed whenever he saw his clerks idle, fearing that the devil might have leased their heads for his workshops. One summer Mr. Davis was caught with the upper story of his warehouse nearly full of sacked corn. It was during the dull season—midsummer—and Mr. Davis' clerks, warehousemen, etc., were idle. While other firms allowed their men to suck their thumbs and concoct devilment, Mr. Davis devised a scheme to keep his at work. So one day he told them to carry the corn from where it lay to the other end of the warehouse, and thus get the rats out of it, and kill as many as they could. The men did as ordered, and in the evening when Mr. Davis came to see what was done, they told him they had moved all the corn, but got only one rat, as the rodents skipped into the new pile. He replied: "Well, boys, move it back again to-morrow, and see if you can't get another rat." And so they were kept employed until the river was again navigable and the fall season opened. The men were kept out of mischief, were healthier, mentally, morally and physically, than they would have been in idleness, and that corn was the best aired in the city.

It is suggested that as there is some grumbling about slow trade, and many buildings in this "Gas City" are still covered with the grime of coal smoke from the days when it was known as the "Smoky City," yawning clerks, bookkeepers, sales ladies, etc., might be set to work to make the city a thing of beauty. 'Twould be an inspiring sight to see them all mounted on swinging scaffolds, armed with soapsuds, steel brushes and sponges, cleaning all the business houses between the Point and Union station.

A BIG EXCURSION BUSINESS.

Nearly 2,000 Pittsburgers Are Now at Atlantic City.

Railroad officials say so far the present season has greatly exceeded any one summer in the history of the excursion business out of this city. Last Sunday there were between 1,500 and 2,000 people at Atlantic City alone. There were probably as many more Pittsburgers scattered at different points along the beach.

Division Passenger Agent Smith, of the Baltimore and Ohio Railroad, returned yesterday from Atlantic City. He took down one train of 410 people last week and next Thursday expects to have charge of fully 700 more. In speaking of the place he says Atlantic City at present is Pittsburg transferred to the seashore. If it were not for the sea one could stand on the beach, and from the number of familiar faces to be seen, he would imagine himself on Fifth avenue.

RARE HOMES FOR WORKMEN.

Something About the Style of Houses to be Erected at Wilmerding.

The Westinghouse Air Brake Company will let a contract next week for the erection of 50 cottages for their workmen at Wilmerding. It is proposed soon to put up 150 additional ones. The cottages are to be artistic, both externally and internally, and will be two-story frame with cellars. The cottages will be of various sizes, containing five, six and seven rooms, furnished with marble mantels, tiled grates, electric lights and other modern improvements. Natural gas will also be supplied.

Mr. Flinn's Preference.

Politics were mentioned to William Flinn yesterday. He remarked: "I am for H. I. Gourley for Mayor, and will be with him to the finish. This talk of Sheriff McCandless being a candidate is the height of foolishness. Mr. McCandless is not a selfish man, he has yet considerable time to serve in the Sheriff's office, and I doubt if he would take the office of Mayor if tendered without opposition."

HORSFORD'S ACID PHOSPHATE

Makes Delicious Lemonade.

A teaspoonful added to a glass of hot or cold water, and sweetened to the taste, will be found refreshing and invigorating.

A Statement From Ebensburg.

To Whom It May Concern:

A report having gained currency to the effect that typhoid fever and scarlet fever prevail at present in and about Ebensburg, we (the physicians of Ebensburg) take this method of pronouncing the same unqualifiedly false, having no foundation whatever. We positively assert that there has not been a case of scarlet fever here for more than 15 months, and no typhoid since last fall.

T. C. JONES, M. D.,
CHAS. V. B. KENNEDY, M. D.,
ABNER GRIFFITH, M. D.,
THOS. J. DAVISON, M. D.

One Thousand Miles of Transportation and One Week's Board for $12 00.

The Pittsburg and Cincinnati packet line. Steamers leaving Pittsburg as follows: Steamer Katie Stockdale, Thomas S. Calhoun, Master, leaves every Monday at 4 P.M. Steamer Hudson, J. F. Ellison, Master, leaves every Wednesday at 4 P. M. Steamer Scotia, G. W. Rowley, Master, leaves ever Friday at 4 P. M. First-class fare to Cincinnati and return, $12 00, meals and stateroom included; or, down by river and return by rail, $12 50. Tickets good until used.

For further information apply to James A. Henderson, Superintendent, 94 Water street. Su

Grand Hotel.

This pleasant hotel, located at Point Chautauqua, N. Y., opposite Mayville, near the head of Lake Chautauqua, has now 400 rooms and every modern equipment for the comfort of its guests. Its beautiful croquet lawns, play grounds, charming views, are unequaled elsewhere. It has reading rooms, bowling alley, skating rink and good music. Table service unexcelled. The kitchen is supplied with pure spring water. For terms address Horace Fox, who is well-known as manager of the Hotel Cooper, Dayton, O., at Grand Hotel, Point Chautauqua, N. Y. Su

FOR a finely cut, neat-fitting suit leave your order with Walter Anderson, 700 Smithfield street, whose stock of English suitings and Scotch tweeds is the finest in the market; imported exclusively for his trade. Su

Pittsburg and Lake Erie Special Excursion

Lake Chautauqua, Tuesdays and Saturdays	$5 00
Niagara Falls, August 3	4 75
Cleveland, August 8	3 00
Detroit, August 8	6 00
Mackinac, August 8	10 00

Natural Gas Bills Reduced 75 Per Cent.

See our new gas fires, gas ranges, gas stoves, etc., and register your orders for fall delivery. The largest, finest and most complete assortment of any firm in the world. O'KEEFE GAS APPLIANCE CO., 34 Fifth ave.

THE GOVERNOR AGAIN

A Letter to His Excellency Signed by White Pittsburgers.

THEY PLEAD FOR REV. FLEMON,

Citing Cases Where the Benefit of a Doubt Has Intervened.

THE AGITATION LOSES NO INTEREST

The Flemon case, while it becomes more complicated daily, certainly loses little or none of its interest as each new feature comes to the surface. Locally, the most noteworthy incident in this connection yesterday was the writing and addressing of the appended open letter to Governor Beaver, in protest against the extradition. It detracts nothing from the interest in the letter that it bears the signature of a good Democrat or two:

To His Excellency, James A. Beaver, Governor of Pennsylvania:

SIR—At this time when the whole State of Pennsylvania is agitated over the case of the political refugee, Flemon, we obey the sympathies of our nature in appealing to you to exercise your full power of protection in his behalf.

We ask for this man who was a resident of our State for years and a peaceable, law-abiding citizen during that period, the same protection which you would accord a fugitive from any of the Old World monarchies did he knock at our doors for assistance.

Coming from a State where the right of suffrage is accorded only to the few, and social and political degradation the portion of the many, a State where the miseries of its people are a consequence of the apathy of our National Government, it is the duty of every sincere lover of mankind to exercise his greatest efforts that fair and impartial justice be demanded on Flemon's behalf.

If it is contrary to the Constitution of our Commonwealth or inimical to the courtesy due by one State of our great Union to another, or if it would be fatal to the interests of public safety to retain this man in our midst, let it not be said that we sent him forth to his doom without making some honest efforts to gain for him a trial by honorable men and a protection from mob violence.

ON SECTIONAL GROUNDS.

It therefore behooves you, the highest authority in a State which has given more than its quota of lives, money and material to elevate from serfdom into manhood the race which this poor unfortunate South Carolina exile represents, to do for him what you would do for the most insignificant foreigner—give him a guarantee of justice; give him the benefit of every power vested in your office and shield him with that power until, standing before the bar in his native State, tried by a jury of his peers, he receives the verdict of the tribunal in his case.

We pray you, therefore, before surrendering him, to see that his security is provided for and to procure from the Governor of South Carolina a warranty that his life shall be safe during transit and while on trial for the offense with which he is accredited at home.

We feel our national honor jeopardized in this matter, we have a record unsullied either through revolution or rebellion, and we demand that record preserved in its purity, and if it should be stained, let it be with the blood of a tyrant or a traitor and not with that of suffering humanity.

Already four lives have been sacrificed for complicity in the tumult from which emanated the crime referred to in Flemon's case, and not one of the victims received the semblance of a trial; may we not then be pardoned for looking with suspicion upon the legal demands of a State noted for its lawlessness and its sanguinary persecution of the colored race.

In the careful revision which you intend giving this case next Tuesday, we trust that if there is the slightest loophole in our law by which the prisoner can be discharged, it will be used in his favor, and we can assure you that the people of Pennsylvania will ratify your action.

JUDGE STOWE CITED.

Our esteemed and learned Judge Stowe remarked to the jury in summing up the charge against a rioter who had caused the death of several Philadelphia militiamen: "God knows, gentlemen, there haue been enough lives lost in this terrible affair, and we do not ask any verdict of murder in the first degree," and we can truly say, "God knows there have been enough murders in the State of South Carolina, reckless, brutal, political murders for the last 25 years," without giving our aid to prepare another victim for their hellish appetite.

The cause of humanity is not always, but nevertheless should be, paramount to that of law, because law was instituted for the protection of humanity and should be its vassal as well as its defender.

Shall we allow a glaring iniquity because it is legal, and have we not had experience time and again, when the law conflicted with the people's ideas of right and verdicts were delivered by sworn jurors entirely at variance with the facts, because the teachings of our Divine Master would not permit them to commit a crime, though they became, apparently, perjurers by their action? Take, for instance, the case of young Nutt, who was tried in our courts for assassinating the slayer of his father.

THE MOLLIE MAGUIRE INCIDENT.

In 1877, during the "Mollie Maguire" excitement, when railroad money was used to pervert the channels of justice, and 15 men were hanged on the evidence of one low, disreputable informer, a demand was made on the Governor of Illinois for the extradition of two Irishmen said to be implicated in the affair. A mass meeting was held in Springfield, petitioning the Governor to refuse the request of Pennsylvania, and a committee waited on him and explained to him the vindictive and mercenary conduct of the State authorities at the scene of the alleged crimes. The result was that the Governor refused to allow the extradition of the accused, and gave as his reasons that "An Irishman's life was not safe in that part of Pennsylvania."

How much less is the life of a colored man safe in the State of South Carolina?

We therefore ask you in the name of our common humanity, which prompts us to shield the unprotected in the name of our Commonwealth, which glories in the defense of its citizens, in the name of our starry flag, which promists in its shelter equal rights to all, in the name of an Almighty Father who is the synonym of justice and of mercy, to avail yourself of all means, gubernatorial or otherwise, to save Flemon from his implacable foes.

Respectfully,
GEORGE GRAVES,
DANIEL KELLY,
JOHN SULLIVAN.

PITTSBURG, July 27, 1889.

THE SOUTH REPLIES.

A Mild, Manly Editorial Assuring Absolute Justice to Flemon—A Southerner Saved His Partners.

In reply to an article published in Pittsburg, to the effect that a committee of 13 had engaged a South Carolina law firm to defend the Flemon case should it be taken to that court, and that the firm's name would be kept secret for fear it would be boycotted, the editor of the Abbeville, S. C., *Press and Banner* says editorially:

Mr. W. C. Benet, of our bar, defended two of Flemon's associates and they were acquitted. It is reported that he will defend Flemon or Yeidell when he comes back. Mr. Benet has not been boycotted or intimidated for defending the negroes. The very weakness of these poor, ignorant and penniless creatures in defending themselves against the great State of South Carolina not only awakens his deepest sympathies, but calls forth the services of a fearless and independent lawyer who will do his whole duty under all circumstances. There is not a lawyer in all Pennsylvania who could, or would, more ably defend the prisoner than Mr. Benet, a member of one of the first families of South Carolina. He was Democratic Presidental Elector in 1884, and elected to the Legislature last year by the largest vote ever given to a man in this county—and this, too, with the full knowledge that he had defended and saved more negroes from the gallows than any other man in the State.

If the Committee of Thirteen would only come to South Carolina they would soon be convinced that the Rev. Flemon would not only be ably and fearlessly defended, but also be speedily convinced that the negro gets absolute justice in this State, and that there was no disposition on the part of our people to boycott a gentleman for defending a poor negro. We believe that in our courts white men are too often acquitted of crimes for which they should be severely punished, but we are as firmly convinced that negroes are not unjustly convicted in our courts.

A. I. Stewart, of Pittsburg, colored, is greatly interested in the Flemon case. He has a list of lynchings and other illegal outrages perpetrated on the colored race in the South, published by the Richmond, Va., *Planet*, for political purposes, in 1888, which, in view of the probable return of Flemon to the South, may be of interest. From July 26, 1881, to February 21, 1889, the number of people lynched, roasted or skinned alive was 211. The outrages occurred in Tennessee, Louisiana, Alabama, Missouri, California, Mississippi, Florida, North Carolina, Georgia, Kentucky, Kansas, Virginia, Illinois, Arkansas and Texas.

The causes that led to the executions are varied and peculiar—many for murder, robbery and political insurrection. In one case a negro was hung for writing an insulting note to a white woman, another for marrying a white woman; another for making political speeches, while a number were elevated for no cause except, perhaps, to provide amusement for the assailants.

The publication of this article was requested on account of its application to the Flemon case; but it is more of a compliment to the condition of law and order in South Carolina than otherwise, as none of the lynchings or outrages took place in that State.

LAW AND ORDER CASES.

Milkshake Martin Finally Appeals to Court—Carlisle's Cases.

John A. Martin, the milk dealer of Smithfield street, yesterday filed appeals in the Quarter Sessions Court from the decisions of Alderman Carlisle imposing fines of $25 and costs in two cases of selling milk on Sunday. In both cases Martin claims that he had been previously sued for the same offenses, once before Alderman Reilly and once before Magistrate McKenna. Both times he was acquitted, and he holds the adjudication of Alderman Carlisle was illegal when he had already been tried for the same thing.

Alderman Carlisle held hearings yesterday in ten Sunday cases, nine of which he disposed of, and of one he reserved his decision. Among the more prominent was that of Druggist Al J. Kaercher, of Allegheny, who showed the Alderman that he had already paid a fine to an Allegheny Alderman for selling on last Sunday, when his case was discharged. In the case of Henry Finkelpearl, the Fifth avenue druggist, the decision was reserved. A. Bivalockly, of No. 9 Carson street, charged with selling pears on Sunday, was fined $25 and costs, as was also William Quinn, charged with selling lemonade at the Casino Musee. The three cases of John A. Martin were continued, at the request of the latter's attorney, until next Thursday.

RATHER CHEAP RICE.

Though Ready Salted, It Sold for Away Down at Auction.

Some time since a consignment of 200 sacks of ground rice, 50,000 pounds, to D. Lutz & Son, of Allegheny, was received at the West Penn Railroad freight station and refused by the consignees on the ground that the greater portion of it was depreciated by being wet with sea water. The rice was accordingly offered at public sale, yesterday, by the railway company, through James W. Drape, auctioneer. Although the auctioneer dwelt on the fact that 24 sacks were not wet and consequently in good shape for manipulation, either for pudding or beer making, and the remaining 176 sacks were ready salted, supposably to suit the taste of the innumerable population of the Atlantic Ocean, there were few of the crowd present who seemed to have any desire to invest, and the buyers evidently "got a pudding" or the material to make a great many of them, very cheaply.

The 26 unsalted sacks were first offered and sold at $1 50 per cwt. The 176 sacks of salted stuff hung on the auctioneer's hands for a considerable time, and were finally knocked down to a brewing firm in Pittsburg at a dollar a sack, notwithstanding the vehement assertion of the auctioneer that their contents would make excellent puddings.

WELSH HOSPITALITY IS RARE.

So Writes a Well-Known Pittsburger Who Has Recently Tried It.

William Campbell, of Campbell & Dick, sailed for home on the steamer City of Paris from Liverpool last week. He accompanied Pennsylvania Railroad engineers to Europe, and has spent most of his time between London and Paris. He went with the engineers to Bangor, Wales, to meet a delegation of Welsh engineers and they were received right royally. The American delegation were taken in carriages drawn by four hourses to see the State mines, and a sumptuous banquet was given in their honor.

Mr. Campbell, in a letter to his partner, speaks in glowing terms of Welsh hospitaity. He also says the scenery is very fine. He inspected the potteries, and then went to Scotland and visited the scenes of his childhood at Aloe. The town, he says, is in about the same condition as when he left it.

BAY STATE PRAISES.

Springfield Electricians Think Pittsburg's Light the Best.

A special committee of the City Council of Springfield, Mass., have been in the city for two days examining the city's electric light system. They were appointed with instructions to visit Boston, New York and Baltimore, but they have been in several other cities, and will probably continue their trip to Cleveland and Detroit.

After being here two days the committee reported to Controller Morrow that Pittsburg was the best lighted city.

LAKE CHAUTAUQUA AND RETURN,

Via Allegheny Valley Railroad,

Each Tuesday and Saturday during July and August, at rate of $5. Tickets good for 15 days returning. Trains leave Union station at 8:45 A. M. (Pullman buffet parlor cars) and 8:50 P. M. (Pullman sleeping cars).

TICKETS to Niagara Falls and return for $4 75, good to return for four days, can be had at DeRoy Bros.', 307 Smithfield st.; Edw. Susman, 28 Wylie ave.; Scott Dibert, 84 Wylie ave.; McBride's Pharmacy, Diamond Market, Allegheny; Lawrence & Watson, 76 Frankstown ave., E. E., and W. H. Dawes' Pharmacy, 2335½ Carson st., S. S. Train leaves P. & L. E. R. R. depot, Saturday, August 3, 9:30 P. M., city time.

Excursion to the Ocean.

The B. & O. R. R. will sell excursion tickets to Atlantic City next Thursday, August 1. Rate $10 for the round trip; tickets good for ten days. Trains leave depot at 8 A. M. and 9:20 P. M. Secure your parlor and sleeping car accommodations at once.

Pittsburgers at Atlantic City.

By taking the excursion via the B. & O. R. R. to Atlantic City next Thursday, August 1, you can visit your Pittsburg friends who are enjoying the sea bathing. Rate $10 for the round trip; tickets good for ten days, with the privilege of stopping at Washington City returning. Trains leave depot at 8 A. M. and 9:20 P. M. Secure your parlor and sleeping car accommodations at once.

HAUGH & KEENAN repair, refinish and upholster furniture of all kinds. Factory, 33 and 34 Water st. Phone 1626.

Gypsy Rings.

Cutest, sweetest, prettiest ring I ever saw, is what the ladies say every day at E. P. Roberts & Sons'.

CABINET photos, 89c per doz. Lies' Popular Gallery, 10 and 12 Sixth st. MWFSu

Suits to Order, $25.

Pants $5 and upward, at PITCAIRN'S, 434 Wood st.

NOT A WAY STATION.

Pittsburg Merchants Once Became Very Indignant at the State,

AND SPOILED A BIG CANAL SCHEME.

An Incident of the Early Business Life of a Promising City.

WHERE CHANGES HAVE BEEN MADE

Nowhere in Pittsburg have there been such marvelous changes as in that section of the city bounded by Tenth and Eleventh streets, Exchange alley and New Grant street. In telling about them yesterday, ex-Mayor Henry A. Weaver said:

"The Pennsylvania Canal crossed to Eleventh street by an aqueduct, continued along this street and the margin of old Grant street to a tunnel (same location as the present Panhandle tunnel), through this tunnel along Try street to the Monongahela river, where there was an outlet lock. There was a canal basin leading from Eleventh street eastward to Stevenson alley, in the rear of the Rush House and St. James Hotel, and another canal basin, 80 feet wide, leading from Eleventh street west to Tenth street. Surrounding these basins there were 13 warehouses occupied by different lines of transporters.

"From 1841 to 1853, continued the ex-Mayor, "I had a boat store on Tenth street, opposite a canal basin, in the two three-story buildings yet standing at the corner of Exchange alley. There were seven of us who supplied canal boats with their towlines, oil and provisions, and from March until November we had a busy time. Many of the four-section boats were owned by the captains and not by the transporters. These people would purchase

THEIR OWN FREIGHT

to sell along the canal between Pittsburg and Philadelphia. This included flour, bacon, cheese, dried peaches, apples and other products, bills for which often ranged from $1,500 to $2,000 each trip. But these sales were not confined to the seven boat stores. The merchants on Liberty street had a good share of this trade. One not conversant with the times would that hardly believe a stream of water 80 feet wide and 4 feet deep ran down from Eleventh to Tenth street on Exchange alley. The 13 transporters around these basins nearly all owned their own lines running from Pittsburg to Philadelphia. In those days I have seen steamboats on the river close beside each other from Smithfield street to Liberty street, and warehouses for forwarding and commission along the same distance on Water street. Agents for the different steamers to all the ports of the Ohio and its tributaries and Missippi river had their offices there.

"It was a great scheme of the State authorities in regard to the delivery of freight by canal boats about Pittsburg. Their design was to have freight go through the city without breaking bulk. A boat going through the tunnel would land alongside of a steamer, unloading therein their freight, and after reloading for Philadelphia and the East, would be towed to the inlet lock at Corry or Craig street, Allegheny City, for the canal voyage. But the outlet lock on the Monongahela river met with great and

SUCCESSFUL OPPOSITION

by the commission merchants and draymen, and in fact the whole business community. They argued that freight going through without transfer from the basins would ruin Pittsburg. The result was that only one boat got through the tunnel, and it never again came back to the Pennsylvania Canal. The locks on the Monongahela and Allegheny rivers soon went to decay, and this project failed. Thereby the commission merchants, and in fact the whole city, were benefited. People believed that had the original design been executed, Pittsburg would have been a mere way station. From morning until night the line of drays was unbroken from the canal to the wharf, along Liberty and Wood street, and I now and then see an old drayman who laid up enough of this world's goods in those days to keep him comfortable for life. Of all the transporters of those days there are now but two living, William Thaw and Peter Graff.

A Splendid New Bathhouse.

The coziest and most cleverly appointed bath in the country has just been thrown open to the public at No. 84 Diamond street. Turkish, Roman and Russian baths are given artistically and beneficially; the most accomplished massage rubbers in the country having been employed for that purpose. For completeness and comfort this place will rank second to none. The hot and steam rooms are bright and tastefully decorated, and the beautifully tiled floors add much to the charm of the place.

Special Church Service.

There will be a special service of the Episcopal Church, St. Martin's Mission, in Knoxville, at the Presbyterian Church, corner of Knox avenue and Jucunda street, at 3 o'clock this afternoon, the latter congregation having given the use of their building for the occasion. The Rt. Rev. C. Whitehead will conduct the service, assisted by Rev. James G. Cameron. The singing will be led by St. Mark's surpliced choir.

California Wines.

Old Sherry, full quarts	50c
Extra Old Sherry, full quarts	75c
Old Port, full quarts	50c
Extra Old Port, full quarts	75c
Riesling, full quarts	40c
Angelica, full quarts	50c
Muscatel, full quarts	50c
Tokay, full quarts	50c

For sale by G. W. Schmidt, Nos. 95 and 97 Fifth ave.

Frauenheim & Vilsack's

Pittsburg beer deserves your patronage both for its good qualities and because it is a genuine product of home industry. Call for it at all first-class bars, or order direct. Telephone 1186.

USE "Una" flour—finest spring patent in the world. "Golden Wedding"—the best of bread flours. "Duquesne" has no equal as a pastry flour. Horning's "Ivory," gem of all family flours.

New Train Arrangements.

The Bedford Springs Hotel Company beg to notify the public that commencing to-day, and during the season, the train on the Pennsylvania Railroad leaving Union station at 1 o'clock makes direct connection via Huntingdon for Bedford Springs on any day except Sundays.

McCormick's Lake Excursion

Thursday, August 8. Trains leave Pittsburg and Lake Erie depot at 9 A. M., 2:35 and 5:10 P. M., city time.

$3.	Cleveland and return.	$3.
$6.	Detroit and return.	$6.
$10.	Mackinac and return.	$10.

Tickets and berths secured at McCormick's, 401 Smithfield st.

Free! Free!

To introduce our fine crayon work. 100 25x30 life-size crayons will be given away by Hendricks & Co., No. 68 Federal st., Allegheny, beginning August 1, to the holders of their family tickets. This is your chance for a portrait.

$1. Cabinets of Children. $1.

At 516 Market st., Pittsburg, Pa. Use elevator. Aufrecht's gallery.

Don't Forget

Hendricks & Co's., 68 Federal st., Allegheny, is the place to have your photographs taken; only $1 a dozen.

THE UNCERTAINTY OF LIFE.

A Brief Sketch of the End of a Young Man's Hard Battle With Fate.

Harry McNeill, who was killed on the Fort Wayne Railroad Friday while beginning his first day's work upon the road, was of Southern birth, and leaves an aged mother to mourn him, her only son.

He had come from Baltimore to Johnstown, where he worked until sickness came pon him. He came to this city and ignorantly enrolled himself among workmen going to Johnstown to take the places of strikers. The train was mobbed and McNeill escaped, leaving his coat containing his slender store of money. Without money or friends, he did not despair, but courageously did such work as his hands found to do until he had passed his examination for work upon the railroad.

He had just gotten his foot upon the ladder when he was killed by the cars. Such an end is a sad illustration of life's uncertainties.

M'KEAN NOT YET APPOINTED.

The Pittsburg Gentleman's Namesake Causes a Slight Flutter.

Among the commissions executed by President Harrison at Dear Park yesterday was that of "J. S. McKean," to be Assistant Engineer in the United States Navy. The similarity of the name with that of the Pittsburg J. S. McKean, Postmaster-expectant, led that gentleman to state to an interviewer that he had a slight acquaintance with his New York namesake, whom he met some years since at General Hancock's headquarters at Governor's Island.

The dispatch sent out announcing the McKean appointment created quite a flutter until it was ascertained that it had no bearing upon the Pittsburg postmastership.

A Boom in Picnics.

Nearly 6,000 people went to Rock Point yesterday to the picnic of the Allegheny shopmen. Seven trains, representing 82 cars, each crowded, left the Fort Wayne depot. Tickets were in such demand as to bring a premium, thereby enabling the small boy to coin money on a modest capital. At the grounds, both dancing platforms were crowded, and solitude was rare.

Your Friends All Go There

And get 13 cabinet photos for a dozen, all for one dollar at Stewart & Co.'s, 90 Federal st., Allegheny.

CHANGE IN MAKE-UP.

CLASSIFIED ADVERTISEMENTS

That heretofore appeared on this page of THE DISPATCH will be found on the Eleventh Page, in the Second Part of this issue.

The Wants, For Sales, To Lets, Business Chances, Auction Sales, etc., are placed under their usual headings on the Eleventh Page. Advertisements handed in too late for Classification will be found on the Sixth Page.

NEW ADVERTISEMENTS.

THE VERY REMARKABLE BARGAINS

GUSKY'S

HAVE BEEN OFFERING the PAST FEW WEEKS HAVE ATTRACTED THE ATTENTION OF THOUSANDS OF EAGER BUYERS.

In order that there shall be no diminution in the amount of business we have been doing we shall offer for this week, commencing tomorrow, the following unparalleled bargains and invite everybody to attend this great sale, promising ALL the grandest bargains of a lifetime.

Choice of Men's elegant Dress Suits in Cheviots, light and dark colors, all sizes from 33 to 42 inches breast measure, for $9 99 only. Not many left, but enough to suit some 200 buyers.

Choice of 800 Men's summer Coats and Vests, in plaids and stripes, all sizes, at 69c only. Remarkable bargains, truly.

Choice of 1,500 Men's summer Coats at 14c only. The true worth of these only to be ascertained by inspecting the goods.

Choice of Men's black summer coats at 25c. A price very insignificant indeed when value of goods is known.

Choice of 1,000 pairs of Men's Linen Pants at 98c only. If these are not good value at $2 they're not worth a cent.

Choice of 120 Blue Flannel Coats, 38 to 44 sizes only, at 98c. If you want a right royal bargain here it is.

Choice of 125 White Vests at 39c only. This low price is made in order to close the lot out.

Choice of 1,500 Children's Sailor Suits, sizes 4 to 10, at 49c only. It's only at Gusky's that such bargains are obtainable.

Choice of 225 Wash Kilts at 48c. Did you ever hear of such a wonderfully low price? No, nor yet did any one else.

Choice of 150 Odd Kilt Skirts at 49c. A bargain to be long remembered by the happy purchasers.

Choice of 1,000 Children's Knee Pant Suits at 98c only. Here is an opportunity to get suits worth at least $2 for less than a dollar.

Choice of odds and ends in Balbriggan Drawers (reduced from $1 24, 98c and 74c) at 49c only.

Choice of some 600 Gossamer Shirts (sold usually at 53c) at 24c only.

Choice of elegant striped Shirts and Drawers (former price $1 13 and $1 25) at 69c only.

Choice of genuine English Lisle Thread Shirts at 74c only. (These have sold previously at the bargain price of $1 19.)

Choice of Men's Stiff Derbys at 89c, 98c, $1 39 and $1 49, worth every cent of double the money.

OVER 10,000 OF OTHER EQUALLY DESIRABLE BARGAINS.

ORDERS BY MAIL PROMPTLY ATTENDED TO.

GUSKY'S 300 to 400 Market street.

jy28-TTSSu

LOTS! LOTS!

ETNA PARK PLACE,

THE BEST! THE NEAREST! THE CHEAPEST!

AT ETNA STATION, PITTSBURG & WESTERN RAILROAD

5 Miles from Allegheny Station,
5¼ Miles from Pittsburg Postoffice,
5¼ Miles from Allegheny Postoffice,
½ Mile from Sharpsburg Bridge.

$75, $100, $150, $200 and $300

For the finest lots that lie out doors; level approach and gently rising ground.

ONLY $1, $1 50 to $3 DOWN and 75c, $1 to $2 PER WEEK.

NO TAXES and NO INTEREST FOR TWO YEARS.

These lots are going off rapidly, and no wonder.

The monthly fare to Undercliff is $4 05, Wilkinsburg $4 30, Ivanhoe $5 25, Allison Park $5 40, but Etna Park Place only $3 25.

Several good houses will be built immediately. We give large reductions, or a Lot Free to all who build houses this year. Every lot fronts on a 40 or 50 foot street and has an alley in the rear.

PURE WATER! NATURAL GAS! EVERYTHING CONVENIENT!

FREE EXCURSION EVERY DAY!

Come to our office and get free tickets. Train leaves Allegheny station at 10 A. M. and 4 P. M. Our agents are on the ground every day to give all information. Photographic views at our office, which will be open until 7 P. M. every evening, to accommodate customers.

CITY IMPROVEMENT COMPANY, Limited,

MAGAW & GOFF, Agents,

145 FOURTH AVENUE.

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