EVERY DAY SCIENCE.

Awful Tortures Experienced in the Last Stage of the Opium Habit.

YANKEE VS. BRITISH MECHANICS.

The Remarkably Rapid Evolution of the Street Railway.

SCIENTIFIC AND INDUSTRIAL NOTES

[WRITTEN FOR THE DISPATCH.]

Readers of THE DISPATCH who desire information on subjects relating to industrial development and progress in mechanical, civil and electrical engineering and the sciences can have their queries answered through this column.

A writer in the *Pall Mall Gazette* gives a very graphic description of the morphine habit, which is apparently growing among the community at an alarming rate, and causing devastation to body and soul in a degree which can only be realized by those who have the misfortune to witness its effects upon its unfortunate victims. There are three distinct stages of morphia absorption, all of them brief in duration, the last one briefest of all. During the first stage the results are purely pleasurable, they bring a draught of fresh life into jaded limbs, and the subject lives in a glamorous sense of vague happiness. In time, however, a change comes o'er the spirit of this rose-colored dream. Its continuity becomes broken by dreadful intervals of reaction, during which the victim is oppressed by all the horrors of intense melancholy and weakness, and from which relief can only be obtained by continual repetition of the process of injection. In the third stage the drug has obtained a complete mastery, and although the subject feels that she is drifting out of life, she is practically powerless to save herself. Were it possible, however, to analyze the mental condition of the victim during the hours of reaction, it might be possible to realize, also, the tortures of the damned.

Mistakes Traditions.

The Paris correspondent of a representative American mechanical paper writes, as the result of his observations at the Exposition: "It appears to me that we are laying too much stress upon the superior intelligence of American mechanics. The European mechanic is not the stupid fellow we have pictured him as being. I have talked with Alsace and Belgian mechanics, being referred to them because they could and the exhibitor could not speak English—mechanics engaged in erecting machinery at the Exposition—and found them men of excellent intelligence, and having a good deal of knowledge of mechanical matters. All our traditions are against this, but traditions sometimes falsify facts. In mechanics' tools, however—squares, standard scales, verniers, micrometers and the like—I have seen nothing that appears to me as good as those of American manufacture. These American tools look better, are cleaner cut and more convenient. In woodworking machinery I think we excel at the Exposition. Our machinery appears to do better work, and to do it more completely; that is, it leaves less work to be done by hand. I have, however, never seen better castings than most of those in the European machinery. In general appearance the castings made on the continent indicate that the molder does not use the trowel and sleek as much as the American molder. Perhaps he has better patterns to work from. In steel castings Europe appears to be ahead of us in the matter of producing sound work.

A Countermining Ship.

Captain Zalinski, U. S. A., states that a ship specially designed for countermining and carrying the pneumatic torpedo gun is now under discussion. It is to be of 3,300 tons displacement, on a draught of 18 feet; it is to be turtle backed, protected by five inches of steel armor, and is to have its under-water hull especially strong, being well protected from the action of torpedoes by numerous compartments and cellular sub-divisions, these latter being filled with cellulose, if found desirable. She is to carry an ample supply of coal and ammunition. The shells to be used will be of 8-inch sub-caliber, fired from 15-inch guns, of 100 pounds bursting charge. It is supposed that 1,200 of these will suffice for countermining a channel 7 miles long and 100 miles is width. Three guns are to be mounted forward and abreast of each other, as in the Vesuvius, the middle gun to be fixed in direction, but capable of elevation, while the two outer ones will have a slight lateral train. Sets of shells will then be thrown so as to clear the channel 100 feet at a time. It is thought that the upward lift of the great wave formed by the simultaneous explosion of three shells will not only explode the fixed mines and break up connecting cables, but also tear the buoyant mines and circuit-closing buoys away from their moorings.

Tuberculosis.

Recent investigation has proved that tuberculosis is a distinctly preventable disease. The frequent occurrence of pulmonary tuberculosis in a family is to be explained, not on the supposition that the disease itself has been inherited, but that it has been produced after birth by transmission directly from some affected individual. When parents have the disease, and especially the mother, the children from the earliest moments of life are exposed to it under the most favorable conditions for its transmission. The measures suggested for the prevention of the spread of the disease are: The security of the public against tubercular meat and milk, attained by a system of rigid official inspection of cattle; the dissemination among the people of the knowledge that any tubercular person may be a source of actual danger to his associates if the discharges from the lungs are not immediately destroyed or rendered harmless; the careful disinfection of rooms and hospital wards that are occupied or have been occupied by phthisical patients.

Evolution of the Street Railway.

The first ancestor of the street railway was the tramway, which was first introduced in the coal mining districts of the north of England, between the years 1602 and 1649. It consisted of parallel lines of wooden trams or beams pinned down to the ground, with flanges on them, and not on the wheels as now. Coal wagons were drawn to and fro along these flanged trams from the coal pits to the shipping ports. The first use of iron on these tramways was in 1767, when cast iron plates were nailed down to protect them where they wore out the fastest. The width of the tramway was about four feet eight and a half inches. Horse railroads of a crude type were in use in England in 1805, but it was not until 1832 that the first street car line for passengers was built on Fourth avenue, New York, and for transporting granite. It was not, however, until 1852 that a second line was built, after which the system spread rapidly throughout the United States.

The New Railway.

The new "slide" railway has been most successfully experimented on in Paris. The invention enables trains to run, by means of water power, at a speed hitherto considered impossible. The cars travel on a film of water, and the friction is thus minimized. This system would seem peculiarly adapted for elevated railways in cities, being noiseless, smooth, without smoke, and thoroughly under control. A water train running at over 100 miles an hour could, it is stated, be pulled up within 80 yards, climb up gradients of 18 inches in the yard, descend with equal safety, and run on curves of 44 yards radius. The cost of this system is said not to exceed $40,000 per mile.

Improvement in Toxicological Analyses.

A method has been lately adopted for destroying organic matter in toxicological analyses. It consists of oxidizing the organic matter by warming with nitric acid, and alternately passing in nitrogen dioxide and oxygen. The advantages claimed for this process are that the oxidation takes place rapidly and quietly, thus avoiding the risk of loss of fluid from bumping, etc. The reagents can be easily prepared in a state of purity. They may be quickly volatilized by heating on the water bath; and, furthermore, while securing complete oxidation, no loss of volatile metals can occur.

A Novel Antidote.

In these days of the prevalent abuse of tobacco it is well to know that many habitual tobacco users have been cured by the following plan: Those who smoke their first cigarette, say at 7 o'clock in the morning, begin by putting it off just ten minutes past the hour for a few days, then make it 15 or 20 minutes, and so on until it will be noon and then night before the first one is smoked. It is a slow but sure way of tapering off, if faithfully followed, and can be applied by the abusers of stimulants as well as of tobacco.

The Price of Toothpicks.

Owing to overproduction and inability to dispose of accumulated stock, most of the toothpick mills in the State of Maine are closed. The largest manufacturer states that he now wholesales his goods for less than one-twelfth of their cost when he commenced business in 1861. It would be interesting to know how far this result has been brought about by the improvement and cheapening of dentistry, and also by improvement in manners.

The Naphtha Habit.

A prominent medical journal calls attention to the growth of the "naphtha habit" among the female employes of rubber factories. The inhalation of naphtha fumes produces a peculiarly agreeable inebriation. Naphtha is used to clean rubbers, and is kept in large boilers, to the valve of which the employes gain access and breathe the fumes. The habit was introduced from Germany, and is chiefly found in the New England States.

New Treatment of Rabies.

Dr. Pegrand claims to have discovered an efficient method of treating rabies. By injecting rabbits with the essence of the herb called "tansy," he produced what he calls hydrophobic intoxication, or something very similar, and with virus thus obtained he mingled ten per cent of chloral. This prophylactic was injected into several animals which had hydrophobia, and two-thirds of the cases were cured.

NATIONAL GUARD NOTES.

SERGEANT JESSE WILLETTS, of Company H, Eighteenth, was elected Second Lieutenant last week, while in camp. In Company B Corporal Otto was elevated to the First Lieutenancy.

DRILLS in the Washington Infantry have practically been suspended for the present on account of the hot weather. Lieutenant Geilfuss, one of the active workers in the company, is laid up with a badly healed hand.

MAJOR J. C. KAY conducted two elections in Company D, Eighteenth Regiment, within the past week. The result was that William Harvey was elected Captain, John Dougherty First Lieutenant, and Frank Culbert Second Lieutenant.

THE following officers are ordered to report to Colonel Thomas Hudson at Camp Sheridan, Mt. Gretna, August 10: Quartermaster William F. Richardson, of the Eighth Regiment, Sergeant Major Thomas S. Martin and Quartermaster Sergeant Charles B. Pullaway, of the division staff.

BATTERY B will go into camp this week under command of Senior First Lieutenant George Shepherd, as Captain Hunt has not yet returned from his trip abroad. Captain E. Y. Breck, formerly of the well-known Breck's Battery, will be the guest of Lieutenant Shepherd during the tour.

THE organizations of the First Brigade go into camp this week. Quite a breeze has been raised in some of these regiments over the official rating accorded them in the Adjutant General's report, though the Eighth Regiment tops the list, the First, Second and Third are away down, and it is claimed unjustly so.

CAPTAIN HAMILTON, of Company G, Fourteenth Regiment, has tendered his resignation to Colonel Perchment. Captain Hamilton has been connected with the Guard for many years, and has won a reputation as a most efficient officer. His resignation is due to a pressure of private business causing a lack of time to devote to military duties.

FRANK CULBERT, a member of Company D, Eighteenth Regiment, and James Nellis, formerly an officer in Company B, of the same regiment, posted forfeits last Thursday night for a competitive drill for $100 a side. The drill is to take place in the near future in a local hall, and is to be governed by Upton's tactics. Captain Batchelor, the well-known drillmaster, of this city, will probably act as referee.

LIEUTENANT HARRY F. BOTT, of Company I, Tenth Regiment, has tendered his resignation. Lieutenant Bott was offered the position of Inspector of Rifle Practice of the Tenth by Colonel Hawkins after his re-election, but the offer was not accepted. Captain Critchfield, the newly appointed Inspector, is hustling the companies lively on rifle practice, and expects to make an excellent showing at the end of the season.

THE members of the field and staff of the Eighteenth made a most favorable impression on the people of Uniontown during the recent encampment there, particularly on the female portion, and they were voted the handsomest lot of gentlemen that had ever visited the town. Several of the fair ones in return are asserted to have mangled the hearts of one or two of the blue-coated warriors, and private excursions to the Fayette county seat on unofficial business may be looked for in the near future.

MAJOR JOHN S. WITCHER, Paymaster of the United States army, is at the Seventh Avenue Hotel with his wife and son. He has been stationed at Newport Barracks, Ky., but received orders to come to Pittsburg, open an office, and make this his headquarters and pay station. He will pay all the posts and garrisons between Fort Porter, at Niagara, and the garrison at Indianapolis. The amount disbursed by him each year is about $460,000. Major Witcher served throughout the war as Colonel of a West Virginia cavalry regiment, and for gallantry was breveted a Brigadier General.

COMPANY I, of McKeesport, is at present taking its summer outing. The rifle range just above the town is fitted up in good shape and a number of tents have been pitched for sleeping purposes. Although the company just returned from the regular encampment at Uniontown of a week ago, the men decided that as many of them would be compelled to be idle on account of the shutting down of several factories and workshops, they might as well put in the time on the rifle range as not. As a consequence Captain Coon expects to qualify every man in his company, this season, and next year will make marksmanship a requisite for enlistment.

LIEUTENANT BEAN, of the Second Cavalry who has been on detached duty in this State for the past year, has won quite a reputation as a hustler. While in this city some months ago, during the annual spring inspections of the companies, he expressed his surprise and disgust at the poor quarters provided for the men, and ventured the assertion that with a little effort the proper amount of money would be subscribed to build an armory. The latest rumor is that Lieutenant Bean will make good his assertion by forming a committee to work ing up a fund for armory purposes. He certainly has the sympathy and best wishes of every member of the Guard in this vicinity, and it is trusted that the rumor will not die a natural death.

BATTERY B leaves for camp next Saturday, to be gone ten days. Mt. Gretna is the site selected, and the tour promises to be one of the most interesting ever held in this State. Besides the three batteries, and the cavalry, there will be a mingling of regular troops with the militia. Three batteries of artillery, from Washington Barracks, Fort Hamilton and Fort Adams, and two troops of cavalry from Fort Meyer, are detailed to attend. Governor Beaver asked for their presence that the State troops might have the benefit of the movements and actions of the regulars while in camp. Many visitors are expected on the grounds, and quite a number of Pittsburg military sharps have made arrangements to pay a visit of three or four days to the camp.

THE absence of Captain William Awl, well known in military circles in this city, during the past few days has seemingly raised a tempest in a teapot among some people who are fond of gossip. Captain Awl is cashier of the Pittsburg and Lake Erie Railroad, a position of responsibility and requiring a heavy bond. Two weeks ago he was given a leave of absence of no stated limit, and during the time went with his regiment to camp. After returning to the city he concluded to finish out his vacation in traveling, and consequently left last Monday for a short trip West. That he owed the Pittsburg and Lake Erie Railroad anything was denied yesterday afternoon by one of the officials in a position to know, and while it is unfortunate that the exact whereabouts of Captain Awl may not be known, in order to at once communicate to him the suspicion which has shamefully been attached to his absence, he has a host of friends in the city who will no doubt have the pleasure of welcoming him back this week, and aiding him in punishing his slanderers.

THEY HOLD THE FORT.

The Business Men of Pittsburg Know No Such Word as Fail.

EVERYTHING FINE FOR DOG DAYS.

The Highest Point in the County Settled in Favor of Wilkinsburg.

PERMITS OUT FOR SOME BIG HOUSES

There appears to be something in the flat-building scheme of the New Yorker besides wind. A gentleman remarked yesterday: "It looks to me as if it will be a go. Two of my friends who own suitable sites were approached a day or two ago with offers to buy. They were told that the ground was wanted for flats, and that an eastern man was at the head of the project. I hope it will be a success. We need many such buildings. I think they would soon become popular.

* * *

Business moved along last week without anything resembling a pyrotechnic display, but it was $1,400,000 larger than for the corresponding week last year. This is a sufficient comment on the general situation. Under the stimulus of good crops and a better understanding between the railroads, trade of all kinds is in a healthy condition and shows a broadening tendency.

Local securities had a very good week, sales, so far as reported, being 3,570 shares, La Noria leading in activity. Several of the favorites made substantial gains, Electric and Central Traction being most conspicuous. The market closed firm for nearly everything. Considering the season, there was a good demand for realty, sales showing a very slight falling off. The number of transfers recorded was 188, and the consideration $420,980.

One hundred and seventy-one mortgages were recorded; one for $500,000, one for $375,000, and one for $200,000, the total amount represented being $1,362,543. Trading in petroleum was on an improving basis, prices holding very closely to the dollar line. The close was quiet and steady.

* * *

Notwithstanding the assertions of many regarding the Herron Hill reservoir being the highest point in Allegheny county, that of the Wilkinsburg Water Company is entitled to that distinction, as recently demonstrated by actual measurement, the triangulation having been made by a competent engineer. This reservoir is 608 feet above the Allegheny river. Herron Hill is 565, and Hiland avenue 365 above. Thus the Wilkinsburg reservoir is 43 feet higher than Herron Hill and 243 feet higher than Hiland avenue. Water pressure in Wilkinsburg will be about 150 pounds per square inch. This will throw a stream perpendicularly 150 to 175 feet, and 250 feet horizontally.

All the fire apparatus the borough will need, therefore, will be three or four hose carriages and volunteers to handle them. A single two-inch hose would have prevented the fire of last Wednesday. The entire cost of the waterworks will approximate $300,000. The pumping station at Wildwood will cost about $40,000, the reservoir about $25,000, and the pipe, $60,000. The remainder of the expense will be for laying pipe, right of way, etc. Water will be turned on the last of the month or the first of next.

* * *

Building a little more than held its own last week, in spite of labor trouble and the apathy consequent upon the dullest time of the year. The number of permits issued was 46, and the estimated cost of the buildings $319,465. The largest permit was taken out by the National Bank of Commerce for a seven-story brick and granite, corner of Sixth avenue and Wood street, the old site, to cost $200,000. The next largest was taken out by the Shadyside Academy for a three-story brick, which will cost $15,595. Captain J. J. Vandegrift took out permits for two three-story brick dwellings on Shady lane, the cost of both being estimated at $26,000. Kuhn Brothers will put up a $6,000 two-story brick building on Shady lane, and Mrs. Moorhead one on Hiland avenue to cost $6,180.

* * *

It is the custom of THE DISPATCH to give both sides of every question upon which it treats. Following up this rule, the communication which appears below, handed in by Robert H. Douglas, Esq., is given without other comment than that THE DISPATCH is opposed to throwing cold water on anything that promises to be of public utility. Mr. Douglas is responsible for the views expressed.

"Street railway charters are cheap. Any Tom, Dick or Harry with $62 can go to Harrisburg and secure a charter for a street railway 100 miles long, or a 2-cent stamp and $62 will secure the charter by return mail. The Sylvan railway is probably intended to make an honest dollar out of the supposed necessities of the Fifth avenue cable line and the Second avenue electric, a squeezer, in fact. Part of the route attempted to be covered by the 'Sylvan' Greenfield avenue, is already covered, so there will be no squeeze there. It looks queer that the President of the new road, who controls 400 out of the 480 shares, should know nothing of the details, not having posted himself as to them.

"The President's statement that there is plenty of money back of his scheme leads one to hope that it may not be so far back that it will take a lifetime to get at it on a rapider road even than the 'Sylvan' promises to be. I admire the grand and lofty tumbling the 'Sylvan' is going to indulge in when it leaves Saline avenue for the north shore of the Monongahela. A toboggan slide, landing passengers in the cool waters of the Monongahela, would be a unique feature in street railways, tending to make them popular during dog days. I'll venture to say the 'Sylvan' will never be built by its present promoters."

* * *

Two gentlemen talking in a railroad car:

First speaker—George has gone to see the Paris Exposition, I understand.

Second speaker—Yes, he had a streak of good luck, and took a vacation.

First speaker—I am glad to hear it. He is a good fellow. What did he do?

Second speaker—He bought a few acres of ground near Bellvue about a year ago and sold it last week. He made enough by the turn to pay for a comfortable little house and defray his expenses to Paris.

Such straws show which way real estate wind blows.

* * *

Among the buildings that will soon spring up in Wilkinsburg will be a handsome and commodious United Brethren's Church, the present edifice being too small to accommodate the rapidly growing membership. It will be erected on a lot 66x264 feet, at the corner of Ross and Coal streets. The new building of the Methodist congregation will probably not be commenced before next spring. The new Catholic Church is ready for the roof. The United Presbyterians, the Episcopalians and the Baptists are talking of building. Wilkinsburg is entitled to the distinction of the Borough of Churches.

* * *

Brokers do not all think and act the same way. One of them remarked yesterday evening: "Generally speaking, Pittsburg brokers are pretty level-headed, but just now some of them are standing in their own light. They are trying to bear the market, and the result is very little business, not a tithe of what it should be. It is my experience that a weak market is nearly always dull. The way to make business is to boom prices. This makes it interesting to brokers and outsiders alike. Nobody feels like sleeping where things are on the jump."

CLOSING SCENES

At the Stock Exchange Suggestive Rather Than Exciting—Range of Prices.

As usual of late, on Saturday, the stock market yesterday was productive of more figures than business. The total sales were 304 shares, of which Citizens' Traction and Natural Gas of West Virginia contributed 250. The spurt in Philadelphia Gas entirely subsided, and it was lower and neglected. Nobody wanted it at above 37¾. The other gas stocks were dull and firm. The tractions were strong and fractionally higher, Citizens' selling at 70¾. For Central 31¾ was bid and 32 asked. La Noria was about steady on the board, but was backed by a less buoyant sentiment. It was rumored that the long-promised statement would be delayed until several good-sized blocks could be absorbed at about 1¾. Switch and Signal held its recent improvement, 22 being asked and 21 bid. While it may advance still further, there are no reasons to justify expectations of a boom.

Apparently, as a religious duty, or from the force of habit, or as an unwritten law of the Exchange, the board was pretty well covered with figures, the result of bids for bank and bridge stocks, but as the buying orders were invariably below the market there were no transactions. To show the perfunctory character of these efforts it is only necessary to state that a bid of 128 for any part of 1,000 shares of Fourth National was made in the full knowledge that there are not over 800 shares of that stock on the market, and it was not offered at any price. Pittsburg and Western showed a fractional improvement, but was dull. Why this stock does not keep pace with the increasing traffic and earnings of the road is one of those things which outsiders can't very well find out. Probably a few on the inside are gathering it in on the sly. Bids, offers and sales are appended:

EXCHANGE STOCK.

	Bid.	Asked.
Pitts. Pet., S. and M. Exchange	465	480

BANK STOCKS.

	Bid.	Asked.
Arsenal	65	....
Allegheny National Bank	62	....
Commercial National Bank	....	100
Citizens' National Bank	62¾	....
Duquesne National Bank	150	....
Exchange National Bank	81	....
Farmers' Deposit National Bank	400	....
Fourth National Bank	128	....
Fifth Avenue	415¾	....
Fidelity Title and Trust Co	125	....
Iron and Glass Dollar Savings	130	....
Keystone Bank of Pittsburg	60	61
Manonie Bank	56	....
Mechanics' National Bank	100	....
Merchants & Manufacturers' Na. Bank	61	63
Monongahela National Bank	105	....
Odd Fellows' Savings Bank	67	70
Pittsburg National Bank Commerce	220	....
Pittsburg Bank for Savings	230	....
People's National Bank	150	....
Third National Bank	160	....
Tradesmen's National Bank	220	....
Workingman's Savings, Allegheny	72	....

INSURANCE STOCKS.

	Bid.	Asked.
City	....	80
Citizens'	36	....
Manufacturers and Merchants'	....	60
Monongahela	57	....
Western	....	54

GAS STOCKS.

	Bid.	Asked.
Allegheny Gas Co. (Illum.)	38	....
Consolidated Gas Co. (Illum.)	35	....
East End Gas Co. (Illum.)	55	....
Pittsburg Gas Co. (Illum.)	62	....
Southside Gas Co. (Illum.)	....	24½

NATURAL GAS STOCKS.

	Bid.	Asked.
Bridgewater	....	42
Peoples Valley Gas Co	50	51¾
Manufacturers Gas Co	27¾	....
Natural Gas Co. of W. Va	60¾	....
Ohio Valley	....	35
People's Natural Gas Co	....	50
People's Nat. Gas and Pipe Co	17¾	17¾
Pennsylvania Gas Co	15¾	....
Philadelphia Co	37¾	37¾
Wheeling Gas Co	....	....

OIL COMPANY STOCKS.

	Bid.	Asked.
Forest Oil Co	100	....
Tuna Oil Co	....	68
Washington Oil Co	80	....

PASSENGER RAILWAY STOCKS.

	Bid.	Asked.
Central Traction	31¾	32
Citizens' Traction	70½	71
Pittsburg Traction	....	50
Pleasant Valley	....	250
Pittsburg, Allegheny and Manchester	....	200

RAILROAD STOCKS.

	Bid.	Asked.
Pittsburg and Castle Shanon	....	25
Pitts., Cin. & St. Louis	....	20¾
Pitts. & Western R. R. Co	12¾	13¾
Pitts. & Western R. R. Co. pref	20	20¾

MISCELLANEOUS STOCKS.

	Bid.	Asked.
New York and Cleveland Coal Co	....	35
La Noria Mining Co	1¾	1¾
Universal Mining Co	....	1
Westinghouse Electric	52¾	52¾
New Castle Water Co	30	35
Union Switch and Signal Co	21	22
Pittsburg Oxygen Co	3¾	....
Pittsburg Plate Glass Company	....	150

The sales were 4 shares of Pleasant Valley at 200, 150 Citizens' Traction at 70¾, 50 Washington Oil at 80 and 100 Natural Gas, West Virginia, at 70.

STUBBORN FACTS.

Manager Chaplin, of the Clearing House, Furnishes Some Good Reading.

The Clearing House report shows that the business done in Pittsburg last week was about $1,400,000 greater than it was in the same time last year. There could be no better evidence than this that the local financial, commercial and industrial interests are on a sound, healthy footing, and remarkably active for the dullest season of the year. There was nothing new in the money market. Manager Chaplin's figures for the day, week and year are unusually interesting. They are as follows:

Exchanges	$ 1,773,384 53
Balances	320,144 56
Exchanges for the week	12,007,445 09
Balances for the week	2,076,119 02
Exchanges daily average	2,001,244 10
Exchanges week of 1888	10,473,242 16
Balances week of 1888	2,201,417 27
Exchanges last week	15,177,596 59
Balances last week	2,531,853 41
Total exchanges, 1889	576,676,792 08
Total exchanges, 1888	530,146,738 16
Gain, 1889 over 1888, to date	26,528,053 92

Money on call at New York yesterday was easy at 3½@3¾, and last loan, 3¾; closed offered at 2½. Prime mercantile paper, 4½@6½. Sterling exchange quiet but steady at $4 86½ for 60-day bills and $4 87½ for demand.

The weekly statement of the New York banks, issued yesterday, shows the following changes: Reserve, increase, $1,127,000; loans, decrease, $1,736,700; specie, increase, $921,600; legal tenders, decrease, $497,100; deposits, decrease, $2,510,400; circulation, decrease, $28,600. The banks now hold $5,126,175 in excess of the 25 per cent rule.

Closing Bond Quotations.

U. S. 4s, reg	128½	M. K. & T. Gen. 5s	87¾
U. S. 4s, coup	128½	Mutual Union 6s	100
U. S. 4½s, reg	109¾	N. J. C. Int. Cert	113
U. S. 4½s, coup	109¾	Northern Pac. 1sts	117
Pacific 6s of '95	118	Northern Pac. 2ds	116
Louisiana stamped 4s	88¾	Northern Pac. 3ds	116
Missouri 6s	100¼	Northw'n consols	144¾
Tenn. new set. 6s	106	Northw'n deben's	114¾
Tenn. new set. 5s	100½	Oregon & Trans. 6s	106¾
Tenn. new set. 3s	73	St. L. & I. M. Gen. 5s	85
Canada So. 2ds	99	St. L. & S. F. Gen. M.	116
Cen. Pacific 1sts	113	St. Paul consols	125½
Den. & R. G. 1sts	120½	St. Pl. Chi. & Pac. 1sts	117
Den. & R. G. West. 1sts	101	Tex., Pac. L. G. Tr. Rs.	29¾
Erie 2ds	102½	Tx., Pac. R. G. Tr. Rcts	30¾
M. K. & T. Gen. 6s	63	Union Pac. 1sts	115
		West Shore	106½

Government and State bonds are strong and featureless.

NEW YORK—Clearings to-day, $106,894,327; balances, $5,498,767. For the week—Clearings, $557,639,607; balances, $30,168,282.

BOSTON—Clearings, $14,332,553; balances, $1,464,566. For the week—Clearings, $80,815,452; balances, $8,288,236.

PHILADELPHIA—Clearings, $12,384,371; balances, $1,659,110.

BALTIMORE—Clearings, $2,188,193; balances, $317,768.

LONDON—Bar silver, 42 5-16d per ounce.

PARIS—Three per cent rentes, 85f 25c for the account.

BERLIN—The statement of the Imperial Bank of Germany shows a decrease in specie of 7,160,000 marks.

CHICAGO—Money unchanged. Bank clearings, $11,468,000.

CLOSED STRONG.

Petroleum Lets Go a Trifle, But Finishes Rather Bullish.

The oil market yesterday was rather weak at the opening, but firmed up a little later on under the influence of a buying spirit in New York and Oil City, and closed at the highest point of the day. The dollar mark was not touched, although at one time, shortly before noon, a rush was made for it and it barely escaped. There were no particularly interesting features one way or the other, but the strong finish enhanced the feeling of confidence in the success of the new rules, opposition to which is rapidly disappearing.

There was not much trading either way, both sides being satisfied with the outlook. Friday's clearings, posted yesterday, were 714,000 barrels. August deliveries being pretty well cleared up, cash oil was plenty at ½c to ⅜c below the regular. The fluctuations were: Opening, 99⅝c; highest, 99⅞c; lowest, 99⅜c; closing, 99⅝c.

Features of the Market.

Corrected daily by John M. Oakley & Co., 45 Sixth street, members of the Pittsburg Petroleum Exchange.

Opened	99⅝	Lowest	99⅜
Highest	99⅞	Closed	99⅝

	Barrels.
Average runs	44,810
Average shipments	104,561
Average charters	82,540

Refined, New York, 7.40c.
Refined, London, 5¾d.
Refined, Antwerp, 16¼f.
Refined, Liverpool, 6½d.
A. R. McGrew & Co. quote: Puts, 98⅞@99c; calls, $1 00¼.

Other Oil Markets.

OIL CITY, August 3.—National transit certificates opened at 99⅝c; highest, 99⅝c; lowest, 99⅜c; closed, 99⅜c. Sales, 52,000 barrels; clearances, 756,000 barrels; charters, 1,700 barrels; shipments, 70,071 barrels; runs, 59,549 barrels.

PITTSBURG, August 3.—Petroleum dull but steady. National transit certificates opened at 99⅝c; closed at 99⅜; highest, 99⅝c; lowest, 99⅜c.

TITUSVILLE, August 3.—National transit certificates opened at 99⅝c; highest, 99⅝c; lowest, 99⅜c; closed, 99⅜c.

GOING UP.

Nearly Half a Hundred Additional Homes for the People.

Building was active last week, notwithstanding rumors of labor troubles and the dull season. Forty-six permits were issued—a few for large, costly houses, but the great majority for small and medium size—homes for people of moderate circumstances. The estimated cost of the 46 buildings is $319,465. The following is the list:

John Schmidt, one frame addition, 17x22 feet, on Bellefield street, Thirteenth ward.

William McKnight, one brick two-story, 20x32 feet, on Mawhinney street, Fourteenth ward.

Mrs. J. C. Wilson, two three-story frames, 18x48 feet, on Mawhinney street, Fourteenth ward.

Jas. Kelley, two-story frame, 20x32 feet, on Stanton avenue, Eighteenth ward.

Thos. Faherty, brick two-story and mansard, 17x32 feet, on Hamson street, Eighteenth ward.

W. H. McClean, three frame two-story, 16x32 feet, on Howe street, Eighteenth ward.

J. Blank, two-story frame, 20x46 feet, on Larimer avenue, Twenty-first ward.

L. Richter, one brick two-story and mansard, 20x45 feet, on Wooster street, Eleventh ward.

Robert E. McCafferty, brick two-story, 17x32 feet, on Colwell street, Eleventh ward.

J. Eberhart, one brick addition, 20x54 feet, on Dinwiddie street, Eleventh ward.

H. Shenman, one frame two-story, 21x52 feet, on Mifflin street, Sixteenth ward.

National Bank of Commerce, one stone granite and brick seven-story, 73x60 feet, corner Sixth avenue and Wood street, Third ward.

C. Kirchner, one brick two-story addition, 16x20 feet 6 inches, on Carbon alley, Eleventh ward.

George Taylor, one frame two-story, 15x16 feet on Wadsworth avenue, Thirteenth ward.

Robert Madrylewski, one frame two-story, 16x32 feet on Wayne street, near Brereton avenue, Thirteenth ward.

A. Ratkowski, one frame two-story, 16x32 feet, on Wayne street, near Brereton avenue, Thirteenth ward.

Emma Able, one frame two-story, 18x48 feet, on Niagara street, near Craft avenue, Fourteenth ward.

Kate Kirk, one frame one story addition, 20x14 feet, on Forbes avenue, Fourteenth ward.

Peter Lebaney, one frame one-story addition, 20x14 feet, on Forbes avenue, Fourteenth ward.

James Ferguson, one frame two-story, 14x28 feet, on Syracuse street, Eighteenth ward.

Kuhn Bros., one brick two-story, 42x54 feet, on Shady lane, Twentieth ward.

Mrs. A Moorhead, one brick, 28x39 feet, on Hiland avenue, Twentieth ward.

Charles Benninghoff, one frame two-story, 20x32 feet, on Lillian street, Thirty-first ward.

George Trautman, one brick two-story and mansard, 20x15 feet, on Eighteenth street, Twenty-sixth ward.

Jacob Doran, one frame addition, 18x16 feet, on Dauphin street, Nineteenth ward.

C. Kirley, one frame two-story, 16x34 feet, on Wickliffe street, near Fifty-second street, Eighteenth ward.

David Hullihan, one frame addition, 12x14 feet, on Carnegie avenue, Eighteenth ward.

F. Lamberstopen, one frame two-story, 17x48 feet, on Edmond street, Sixteenth ward.

John Dietrich, one frame two-story, 17x44 feet, Edmond street, Sixteenth ward.

John Kim, two brick two-story and mansard, 18x33 feet, on De Soto street, Fourteenth ward.

Michael Egan, one brick two-story, 21x48 feet, on Vickroy street, Sixth ward.

H. Herman, one frame two-story, 17x45 feet, on Pearl street, Sixteenth ward.

Henry J. Long, brick two-story, 17x48 feet, on Home street, Seventeenth ward.

Shadyside Academy, brick three-story, 27x81 feet, on Ellworth avenue, Twentieth ward.

Capt. J. J. Vandegriff, one brick three-story, 64x58 feet, on Shady lane, Twentieth ward.

Capt. J. J. Vandegriff, three-story brick, 36x56 feet, on Shady lane, Twentieth ward.

J. H. Cassidy, one two-story frame, 22x32 feet, on Atwood avenue, Twenty-first ward.

Salley O. Phillips, four brick two-story, 60x46 feet, on Sidney street, Twenty-fifth ward.

T. C. Jones, one brick two-story, 19x56 feet, on Sidney street, Twenty-sixth ward.

T. D. Jones, one brick two-story, 19x32 feet, on Wright alley, Twenty-sixth ward.

Anna Winter, one frame addition, 12x12 feet, on 171 Sixteenth street, Twenty-eighth ward.

T. Kopp, one frame addition, 12x16 feet, on rear of 79 Sixteenth street, Twenty-eighth ward.

G. Mark, one frame addition, 12x39 feet, on Sycamore street, Thirty-second ward.

C. Welsh, one brick two-story and mansard, 21x53 feet, on Forty-second street, Seventeenth ward.

Pennsylvania Railroad, one frame two-story, 32x44 feet, on Broadway, Twenty-first ward.

Andrew Young, two brick two-story, 31x56 feet, on Penn avenue, Nineteenth ward.

FINISHING TOUCHES.

The Week Winds Up With Some Good Deals in Realty.

Baltensperger & Williams, 154 Fourth avenue, sold to G. W. Cupps, for Mrs. C. Mahey, a brick house of four rooms and attic, situate in Carlisle alley, Fourth ward, Allegheny, for $1,800. They also sold for Patrick Thornton to John Crowe, lot 20x100, on Brownsville avenue, Thirtieth ward, for $500 cash.

John F. Baxter, 512 Smithfield street, sold lot No. 88, Villa Park plan, Brushton station, situate northeast corner Kelly and Park streets, size 40x137 to a 20-foot alley, to L. W. Blackburn, for $500.

Black & Baird, No. 95 Fourth avenue, sold to Mrs. F. E. Wilt for John A. Graver, the property No. 201 Bedford avenue, having a lot about 20 feet front with two brick houses thereon, for $4,200.

Berg & Byers, No. 107 Federal street, placed a mortgage of $1,000 on property in the Sixth ward, Allegheny, for three years, at 6 per cent.

W. W. McNeil & Bro., 105 Fourth avenue, sold a half interest in a prominent manufacturing business in this city for $6,000; also a mortgage of $1,000 on Allegheny City property at 6 per cent.

Samuel W. Black & Co. yesterday sold for the Blair estate in Glenwood, Twenty-third ward, lot corner of Lytle and Church streets, being 25x110 feet to a 20-foot alley, for the price of $500.

Business Notes.

DISPATCHES from Texas are to the effect that they expect the largest cotton crop this year ever picked, and that the crops generally along the line of the Texas Pacific are very good.

THE books of the Federal Street and Pleasant Valley Passenger Railway were closed yesterday until September 1, for surrender of old and the issue of new stock, which will be at the rate of ten new for one old share.

MR. JOHN MCKEE, the well-known stock operator, is back from New York. He loved Pittsburg so well that he couldn't stay away. Mr. McKee is one of the most level-headed and active members of the Exchange.

THE *Real Estate Record* has compiled Pittsburg's building statistics for the seven months of 1889 to July 31, and finds that during that time 1,700 permits were issued for structures at an estimated cost of $3,489,978, of which 760 were brick, 924 of frame, 12 of stone and 14 iron-clad. These figures indicate that the original estimate of 4,000 buildings for the year will be reached, if not exceeded.

MR. H. C. WILSON has been admitted to membership in the old and well-known real estate firm of Samuel W.