WILLIAM THAW DEAD.

A Millionaire Philanthropist Passes Away at Paris.

EVENTFUL LIFE SKETCHED.

His Eleemosynary Lightening of Humanity's Loads.

SOME MARKED PERSONAL TRAITS.

One of His Many Almoners Talks of His Benefactions.

SYSTEMATIC BENEVOLENCE HIS PLAN

The entire community received a shock when it became known that William Thaw, the philanthropist and railroad millionaire, had died in Paris at an early hour in the day. The sad news was very surprising to the general public, but it is learned that Mr. Thaw's immediate family were in a measure prepared for the worst. Since Mr. Thaw's departure from this city on July 10 he had been attended in his tour by Dr. Alexander Blair Thaw, who, alone, was with him when the end came. On Wednesday last Mr. Frank Semple, Mr. Thaw's confidential legal adviser, received the following cablegram from Dr. Thaw:

GRAND HOTEL, PARIS.

Father very seriously ill. Colic, due to heart failure. Although hopeful, I fear the worst. Attack may pass off, however.

This naturally created the gravest apprehension, but being followed by no immediate bulletin, hope was still expressed. Yesterday morning, however, a second cablegram from Dr. Thaw to Frank Semple conveyed the following sad tidings:

THE FINAL CABLEGRAM.

GRAND HOTEL, PARIS, August 17.

Father died this morning at 10:95. Death was very easy of heart failure, caused by old trouble, rheumatism. Mr. Chas. J. Clark has just reached here, and Mr. Griscom (President of the Inman Line) telegraphs he will be here to-morrow. We had the best physician in France in this line. Expected father to last till night, but a change for the worse came at 6 o'clock. BLAIR.

Frank Semple, Esq., stated yesterday that Mr. Thaw's serious illness dated back to February 10, when he returned from Philadelphia badly crippled with rheumatism. He went for a few moments to his office in the Pennsylvania Railroad building and then to his home. For nearly a month he was in a very low condition and his physicians were seriously alarmed. He rallied, however, and gradually became stronger. An ocean voyage and a season of complete freedom from business cares was imperatively ordered and in pursuance of this advice Mr. Thaw consented to the European trip. His last visit to his office was made on the day before he started abroad. His companion was Dr. A. Blair Thaw, his youngest son by his first wife. Even the genial climate of sunny France could not repair the ravages that rheumatism had made in his system.

PITTSBURG'S FOREMOST CITIZEN.

From the inception of his career to the very end, William was first and foremost true to the interests and advancement of his native city. He was born on the 12th of October, 1818, not very far from the site of his old-fashioned residence, on Fourth street. His father, John Thaw, a Philadelphian, was one of the first tellers of the Bank of Pittsburg. The Thaw family had an honorable lineage, running back to the days of the English Restoration. His great-grandfather and his grandfather, both surnamed Benjamin, were natives of Philadelphia. His grandmother was Hannah Engle, of a famous Quaker family. William Thaw's fine mind was developed by a common school education, supplemented by attendance upon the Western University. He early developed rare judgment in business matters and his impetuosity carried him

A GENERATION IN ADVANCE

of his companions in the business world, enabling him to lay the foundation of a large fortune while yet a comparatively young man. He was twice married, his issue, by a remarkable coincidence, being in each instance two girls and three boys. His acquaintanceship with his widow was due to a romantic incident in the great civil war. Miss Copley, daughter of Josiah Copley, had lost a brother whose last gift to his idolized sister had been a handsome diamond ring. Although dear to her, the great Sanitary Fair, held at Old City Hall, was too strong a draft upon her sympathy to be withstood, and, able to give nothing else, the diamond ring was tearfully laid upon the altar of her country. By chance Mr. Thaw learned of the gift, and, touched by the self-sacrifice implied by it, secured an introduction to her, which was followed in due course of time by an offer of his hand and heart. The union was one of rare happiness. For several years Mrs. Thaw has not been much in social life owing to delicate health, but in all the eleemosynary works of her husband she has been a cheerful assistant, and to her suggestions are due many of the widespread benefactions of the dead philanthropist.

MR. THAW'S BUSINESS CAREER.

Mr. Thaw's financial training was grounded in the Bank of Pittsburg as a clerk under his father's eye. In 1835 he became a clerk in the house of McKee, Clark & Co.; 1840 saw the foundation of the firm of Clarke & Thaw, shippers and transporters. From the first the firm was a potent factor in the growth of Pittsburg. There are, perhaps, few now alive who remember the "Conestoga" wagons which freighted goods over the Allegheny Mountains long before the application of Robert Stephenson's great invention in this country. The firm constructed the Portage Railroad over the mountains, and received valuable leasehold privileges, which later were utilized. It was Clarke & Thaw's freight wagons which brought to Trinity P. E. Church the Jardine organ which was set up in 1832, the first organ of that size erected in Pittsburg.

The canal system over and through the Allegheny Mountains was inspired by the firm and successfully operated by them for several years. It is said that Mr. Thaw was the first Pittsburger to seriously advocate the use of steam, then a rather unknown quantity, and his sagacity

INSPIRED THE FORMATION

of the Pennsylvania Railroad Company. There were many who deemed the scheme chimerical on account of the extraordinary difficulties in gradients to be overcome, and entering the railroad arena at that time was endeavoring to cope with giants. On the one hand south the master mind of the elder Garrett was bending all its energies to the speedy reaching of the West. On the north those valiant railroad moguls, the Vanderbilts, were even then immersed in a characteristic struggle for an entrance to the same objective point. Had either of these three foreseen the future of Pittsburg, as did Mr. Thaw, Baltimore and Ohio, Erie and New York Central would probably have run directly toward Pittsburg. Mr. Thaw had that keen, discriminating, almost prophetic, intuition of the possibilities that led him to see where others were blind; where others scoffed. In the days contrary to the actual laying of the Pennsylvania lines Clarke and Thaw changed their Portage Railroad and canal holdings for liberal blocks of stock,

REALLY DICTATING CONTROL

of the road in its early days. Ever since those early days of steam navigation in Pennsylvania, the moving spirit in the great Pennsylvania Railroad has been Mr. Thaw. Each subsequent step in the progress of the road justified the wisdom of Mr. Thaw's judgment. Meanwhile the river business of the firm had assumed such magnitude that in 1856 the books of the firm showed the names of over 100 steamers, including the palatial daily line of steamboats running from Pittsburg to Cincinnati, Louisville and points on the Mississippi river. The freight system of the Pennsylvania was in chaotic shape when in 1864 Mr. Thaw was called in to bring to bear his vast experience in transportation. His admirable organizing abilities unquestionably laid the foundation of the great freight system which now enables the Pennsylvania Railroad to outdo all competitors. Mr. Thaw was conservative in one sense of the word yet thoroughly aggressive in the extension of his department, and his policy chimed exactly with that of the road's greatest President, Colonel Scott. The Union Star Line, as the freight system has been designated for many years, was the subject of Mr. Thaw's unremitting attentions until he was relieved of active duty in 1873, three years subsequent to the formal organization of the Pennsylvania Company in which he became a director immediately. His elevation to the Second Vice Presidency soon followed. He also became Second Vice President of the Cincinnati and St. Louis Railroad Company. In all his railroad experience ripe judgment and singular sagacity gave a weight to his opinions probably possessed by no other official of the road.

PERSONAL CHARACTERISTICS.

Mr. Thaw was a singular combination of impetuosity and caution. But his strong convictions of right and wrong and his remarkable perspicacity in his dealings with his fellowmen enabled him to hold a careful balance. Above all he was a keen judge of human nature. Of the greatest honesty of character himself he sternly discountenanced impositions. Mr. Semple, his trusted attorney, brings out this trait of Mr. Thaw's very strongly in an interview.

PORTRAIT OF GENEROUS WILLIAM THAW.

Speaking of Mr. Thaw's benefactions Mr. Semple said:

A great many thought Mr. Thaw gave indiscriminately to charities, but this is a mistake He knew everyone he gave to. Just before he was taken ill he showed me a list of over 1,400 names, persons to whom he had given $5 or more during the last two years, and he remarked at the time that he had reason to believe that no one upon that list had imposed upon his benevolence. Yes, there were two or three clergymen who acted as his almoners in the distribution of money.

Mr. Semple was requested to state whether or no Mr. Thaw had employed for several years a confidential agent who had done nothing but trace the records of those who asked for aid. He replied:

As to that I cannot say. But I do know that by some means Mr. Thaw posted himself about all who were applicants for his assistance in any respect. A great many struggling young men and women owe their educations to his liberality, but Mr. Thaw's main charitable work was systematic and not desultory. Yes, I understand that the body will be brought to Pittsburg for interment. The family all wish it. But nothing positive will be known until Monday.

FINANCIAL PECULIARITIES.

It is a singular fact that a man of Mr. Thaw's wealth should be so slimly represented in the banking circles of Pittsburg. As a matter of fact the deceased was not a director of any bank in the city. For many years his private account was kept at the institution which was at first Semple & Jones, then Semple, Thompson & Co., and latterly and at present W. R. Thompson & Co. It is learned on the best authority that fully three-fifths of Mr. Thaw's fortune—which is variously estimated at from $10,000,000 to $12,000,000—is invested in railroad holdings, the bulk being in the Pennsylvania Railroad. A large amount is also represented in an interest in the consolidated Inman and International Ocean Steamship Line. Mr. Thaw was also a stockholder in the Tehuantepec Ship Railway enterprise, of which Colonel James Andrews, of Pittsburg, is engineer. It was one of Mr. Thaw's peculiarities to invest in mortgages. He held at the time of his death nearly 600 mortgages in amounts ranging from $100 to $10,000, having great faith in the realty of his native city. As a member of the Third Presbyterian Church Mr. Thaw did much for Christianity, although his creed of benevolence knew neither sect nor race distinction. His alma mater, the Western University, received nearly $400,000 from him, and the Western Theological Seminary, Hanover, Oberlin, Geneva, Carroll and Maryville Colleges, and Wooster University, all struggling institutions, have occasion to remember his bountiful aid. The Allegheny Observatory was also a recipient of his bounty. It would be difficult to instance a public institution in the two cities which had not at some time in its career found a willing contributor in William Thaw. One of his odd traits was a singular aversion to life assurance. The best "writers" in America have attempted to insure his life, only to retire baffled from the effort. He only carried a very few thousands upon his life in an Eastern company.

AID TO ART AND ARTISTS.

Mr. Thaw furnished the means to give musical and artistic education to scores of deserving young people of promise. One of his most successful proteges was Frederick Clark, the gifted husband of Mme. Steiniger-Clark, the greatest living exponent of Beethoven. Mr. Clark was in the store of Mellor, Hoene & Henricks years ago and Mr. Thaw furnished the means for an European education covering five or six years. It is stated that Mr. Clark was able to repay his benefactor at the time of his last visit to Pittsburg. Another protegee, musically, was Miss Blanche Seaman, a gifted vocalist, pupil of Clement Tetedoux, who has since contracted a brilliant marriage in New York.

Among artists there is scarcely one of Pittsburg's colony who has not had Mr. Thaw's kindly and practical appreciation. His house contains many pictures by home talent. It is stated that the recent European trip of Misses Anna Henderson and Olive Turney was made possible by Mr. Thaw's generosity.

The "boom" which fortunately befell the Exposition was undoubtedly ascribable to Mr. Thaw's proposition of June, 1888, offering to be one of five to give $5,000 to the Exposition. How that subscription swelled to leviathan proportions is easily within recollection. Speaking of this subscription the Exposition authorities say that while they have marked it down as a regular integral of the ten-year loan fund, they have every reason to believe that Mr. Thaw intended the sum as a gift outright.

RECENT INSTANCES.

In both the Willey and Johnstown disasters Mr. Thaw gave large sums for the alleviation of the resultant distress, his cash subscription of $3,000 to the Johnstown fund being a very small portion of the amount he actually expended. A portion of Mr. Thaw's daily routine was the receiving of applicants for aid. At his home on Fifth street, the hour after breakfast was always devoted to his "poor" who flocked by dozens and rarely left his presence empty-handed. One hour in the afternoon at his office was always devoted to the same purposes, and he passed in review hundreds of applicants daily.

It is eminently characteristic of the man that although he came nearer than most to the Biblical injunction to give one-tenth to the Master, it is extremely difficult to find the instances of his broadspread charities. His benevolence was secretive and he blew no trumpets. His left hand never knew what his right hand scattered in the highways and byways of poverty and destitution. His stewardship of worldly wealth will pass muster before the great White Throne. He who pronounces his funeral panegyric can do no better than to use the text: "And now abideth Faith, Hope and Charity—these three; but the greatest of all is charity."

HIS NOBLE CHARITIES.

A Man Whose Life Was Better Than Any Sermon—Instances of His Good Deeds From One Who Knew Him Most Intimately.

As it is well known that the Rev. E. R. Donehoo had been very intimate with the late William Thaw, a call was made on that gentleman at his residence on Main street, Temperanceville. He had not yet heard of the death of Mr. Thaw when the reporter called, and was visibly affected by the news. He kindly furnished the following reminiscences, however, of the departed millionaire:

"I knew Mr. Thaw," he said, "all my lifetime; but I have been especially intimate with him during the past 14 years. At times I enjoyed his fullest confidence, and was perfectly conversant with many of those immense charities which he was constantly dispensing. A more boundless charity it would be hard to imagine. Mr. Thaw was not a philanthropist; he had no particular hobby; but he treated all alike who came to him for aid or advice. In religion he was a United Presbyterian of the staunchest kind; but his charity was not confined to members of that sect; it was as broad as the church of Christ on earth.

"I myself have heard the Sisters of Charity, for whom he had the greatest regard, speak of him in terms of the highest praise. I was in his office at one time when two of the Sisters of that order called to see him. They unburdened all their troubles to him as though he had been an intimate friend, and Mr. Thaw sent them away with money sufficient to relieve their wants.

"He was the best teacher I ever had in religious and charitable matters. His actions were better than any sermon. I recollect that on one occasion I became very much interested in the case of a poor fellow who had been sentenced to 90 days in jail on the charge of illegal liquor selling. I succeeded in obtaining his release, and then I reported the case to Mr. Thaw. I was obliged to tell him that the man was an Irishman and a Catholic. 'Well, now,' he said, 'this is a nice spectacle, a Presbyterian minister obtaining the release of a convicted Catholic.' And, after playfully bantering me in this style for some time, he said: 'You have learned a good lesson. If you wish to do good you must not regard classes of any kind, and above all you must not be above aiding the lowly.'

"He usually devoted the hours from 9 to 12 to hearing the petitions for aid of all those who called to see him at his private residence. He answered all the rings at the bell personally, and I have seen him hobbling to the door to answer a summons. No one was ever permitted to intrude on those asking charity. He obliged all to state their cases briefly; he gave

LITTLE TIME TO EACH;

but the poor man received just as much attention as the man of wealth. By a few well-directed questions, he judged of the need and the fitness of the applicant.

"He discriminated in giving charity as far as he was able. Of course deceptions were sometimes practiced on him, but this was almost unavoidable. On one occasion I obtained a pass from him for a man whose fitness I did not doubt, and for which I vouched. When, therefore, I heard a few days later that the man had proved unworthy, and had sold the pass, I hastened to Mr. Thaw and apologized. After playfully scolding me for a time, he at last laughed and said: 'You can now sympathize with me, for you know what it is to be deceived. I am often taken in that way, and it is almost impossible to prevent it.'

"About that time he advised me to take to charitable work, and promised to listen to all my calls for aid. And he advised me not to devote myself to the worthy, as plenty would take care of them, but to aid the unworthy. 'Surely,' he said, 'they are worthy at least of the services of one such man.'

"His charities were simply immense. To the Western University alone he must have given $400,000 or $500,000. He gave a couple of thousands each year to each of several foreign mission societies, and endowed liberally several schools for colored children in the South. The colleges in all portions of the country were liberally patronized by him, and afforded financial aid.

QUIET AND UNOSTENTATIOUS.

"He never allowed the extent of his charities to be known, and was bitterly opposed to anything being published about them. To my personal knowledge he spent at least $100,000 a year for charity; and I was aware of but a small portion of his charities. A great many persons have blamed Mr. Thaw for indiscriminate giving; but his charity wes not indiscriminate. When he received a call for aid, he made a memorandum of it and answered all in succession, every effort being made to discover the applicant's fitness.

"In conclusion, then, I would say that people will never know how great the charities of William Thaw really were. Many people have received credit for work done that really belonged to him. I, myself, have received much praise for charity-doings, when I was only acting as his agent, but he would never allow any corrections. Would to God we had more William Thaws! If we had, we would also have a better and a happier world."

DR. B. M. HANNA. Eye, ear, nose and throat diseases exclusively. Office, 718 Penn street, Pittsburg, Pa. s&su

ALSO A BIG VIADUCT.

Ninth Street's Historic Old Wooden Bridge to be Torn Down,

GIVING WAY TO A GREAT IRON ONE

Pleasant Valley Railroad's Reorganization and Transformation.

TOLLS CHARGED TO THE BIRMINGHAM

The Pleasant Valley Railroad revolution, or transformation, as it may be better called, took on a mighty positive aspect yesterday. The old horse car line practically went through the throes of dissolution, and its death is now only a matter of two or three months. Its President for 21 years, William McCreery, retired, and his successor and a new Board of Directors were elected. These gentlemen, with D. F. Henry as their executive head, will have control of the first extension electric railway plant in operation in these two cities, will shape its undoubtedly progressive policy and do much to add toward helping on that era of rapid transit for which the people have all been hoping.

But the Federal Street and Pleasant Valley Railway metamorphosis means more than the simple change from a horse car line to an electric one with the most rapid of all rapid transit facilities in a city railroad. It means a magnificent new iron bridge from Ninth street, Pittsburg, to Anderson street, Allegheny—a different, and, in many respects, a superior bridge to any between the two cities. It will be remembered that the Pleasant Valley Company bought a controlling interest in Ninth street's old wooden bridge, a few days since; and everybody then wondered what for, because it was only last year the company abandoned that dismal old structure, largely ceased running cars across it under the lease, and went to the nice, open Seventh street iron bridge. "Are they going back to the historic old barn that spanned the river?" asked many a patron of the line, as he read of the Ninth street purchase. Well, hardly; and by this answer hangs a tale, as a DISPATCH reporter learned from Secretary William H. Graham, of the Pleasant Valley Railroad Company, last evening.

ALL ABOUT THE VIADUCT.

"What will the Company do with the old bridge?" asked the reporter.

"Make a new one of it," was the reply.

"An electric railway bridge?"

"Certainly, and a wagon bridge, and a foot bridge, too."

"Of iron?"

"Yes, and a big, handsome one, at that."

"How much will it cost?"

"Can't tell, yet; haven't let the contract; that's all a little bit further along."

"What will it be like, then?"

"Well, there will be a double-track wagon road in the middle inclosure, so that the horses going through can't see or be scared by what goes on outside. Then, on either side of the inclosure, will be an electric railway track, on which we will run cars very rapidly. In addition to that, a single footbridge will be useful as well as ornamental, and the whole structure will be an ornament to the Allegheny river, as much so as either of the other iron bridges. We shall be able to run our electric cars so fast over that bridge that we can more than make up the difference in the distance up the river along Duquesne way from the Seventh street bridge. Moreover, we shall have our electric cars on the other side of the river in operation by Thanksgiving Day. Here, by the way, is my official report of an important meeting we held to-day, and you can print it."

THE MEETING REPORTED.

At a meeting of the Board of Directors of the Federal Street and Pleasant Valley Passenger Railway Company, held Saturday afternoon, President William McCreery tendered his resignation, stating that it was not caused by any disagreement with or ill feeling toward any of his associates in the board; but, on account of his advanced age and multiplicity of other interests requiring his time and attention, he felt that he must unload some of the burdens. His resignation was accepted and the following resolutions passed unanimously:

WHEREAS, William McCreery has resigned the Presidency of this road, after having held the office for over 21 years; therefore, be it

Resolved, That this board part with Mr. McCreery with great regret, and hereby attest our hearty appreciation of the able and successful manner in which he has managed the affairs of this company from its organization, January 7, 1868, down to the present time.

D. F. Henry was then elected President, and Arthur Kennedy, Esq., as a new member of the board in Mr. Henry's place. The board, as now constituted, is as follows: President, D. F. Henry; Directors, R. H. King, William Roseburg, James Andrews, William A. Stone, William H. Graham, O. F. Scaife, Samuel C. Grier, Arthur Kennedy; Treasurer, R. S. Ramsey; Secretary, William H. Graham; Superintendent, William Crozier.

So the historic old Hand street bridge has to go—one of the oldest and best-known landmarks in all this region—a pioneer bridge between Pittsburg and Allegheny, on whose roof there used to be promenades and orchestras at evening, and along whose elevated walks lovers were wont to promenade and drink in the moonshine! But in its place—well, progress and a pretty iron structure will tell the whole story.

TOLLS FOR TRACTION CARS.

It Will Cost 15 Cents for Each Southside Round Trip.

The Pittsburg and Birmingham Traction Company pays to the Monongahela Bridge Company 15 cents for each round trip under the new charter for the building of an extra bridge, with a certain amount extra for each foot added to the cars to be put on the new line.

The amount stipulated is intended to pay interest on the cost of the new bridge, and although some people not interested seem to think the amount large, if not exorbitant, it is said to be satisfactory to those interested.

CARRIER PIGEONS' TRIP.

Three of Them Fly Back From Chicago to Pittsburg.

Dr. Barchfield, of Eighteenth street, Southside, shipped 15 carrier pigeons to Patrick McDonough at 171 Madison street, Chicago. On Friday morning at 8:20 o'clock the birds were released, and three of them reached the loft on the Southside yesterday, Prince Louise at 8:21, Venus at 9:21, and Commodore at 11:17 A. M. The rest are younger birds, and will arrive later.

One of the doctor's breeders is raising four young ones at once, and this is thought to be quite a phenomenon.

Hit With a Beer Bottle.

Michael Halligan of Soho, got into a dispute on Forbes street with another man. The latter hit him in the face with a beer bottle and then fled. Mike has an ugly gash, but he says he knows the fellow, and will resort to the law for redress.

Harvest Excursions.

The Chicago and Northwestern Railway offers exceptional opportunities for an inspection of the cheap lands and growing business centers of Iowa, Minnesota, Nebraska, Wyoming, North and South Dakota, Colorado and the far West and Northwest, by a series of harvest excursions, for which tickets will be sold at half rates, or one fare for the round trip. Excursions leave Chicago August 6 and 20, September 10 and 24, and October 8. For full particulars apply to any ticket agent, or address E. P. Wilson, General Passenger Agent Chicago and Northwestern Railway, Chicago, Ill.

EX-MAYOR LIDDELL SUED.

Honora Clark Alleges That the Ex-Mayor Almost Choked Her—Mr. Liddell Emphatically Denies the Charge.

A suit was filed by Honora Clark against ex-Mayor Robert Liddell for $5,000 damages. She alleges that the ex-Mayor on June 24 maliciously and unlawfully struck and choked her, and that she has been confined to her room for a considerable time. Mr. Liddell was seen last night by a DISPATCH reporter, to ascertain his views on the case. He said, "This lady Honora Clark, if that is her name, came into my office on June 24 in the afternoon. I was writing to Chicago about a carload of bottled porter, giving quotations, and had my head down, when my attention was arrested by a woman speaking in a loud tone of voice, saying: 'Here, I don't wadt you to be selling beer to parties who are getting it for my son who is only 19 years of age. My reply was, 'Madam, I am not used to such language around my office, but, if you know of any one who procured beer for your son give me his name, and I will prosecute him to the fullest extent of the law.'

"She would not, however, tell me the name, although she said she knew who was doing it. I then asked for her name, which she refused to give me. She next commenced to talk to me in a most violent way. She was evidently drunk, and I requested her to get out of the office. She refused, and I took her by the shoulders and ejected her. She fought me across the floor for about 50 feet, biting and scratching; I used as little physical force as I could. When we got to the Smallman street entrance, she tried to strike me, and in doing so she threw herself in such a manner that one foot slipped and she fell, receiving an ugly cut. I ordered my man to take her home in my buggy, but she would not get in. She managed, however, to walk home. She made an information before Alderman McKenna for assault and battery. The matter was thoroughly investigated, but no case could be made out, and he discharged it. This is the first time I have heard of the new charge. I am glad it will come up before court to be tried before a jury."

A MERRY OUTING.

The Employes of McClintock & Co. Enjoy Themselves at Avalon.

The employes of Oliver McClintock & Co. held their first outing at Avalon station, on the grounds of the Northside Land and Loan Association, on Saturday afternoon, August 17. About 50 couples were present, music, dancing and copenhagen being the most prominent of the various games participated in. But the hardest work was done at the elegant repast prepared by the ladies and the employers. The latter being present made the occasion doubly enjoyable, and one long to be remembered by all.

MORE ABOUT OLIVER TATE.

Several Charges Are Likely to be Made Against Him.

It is probable that Oliver Tate will not be sent to jail, but will be held at the Twenty-eighth ward station for a few days, as several other suits are expected to be entered against him. His bail is now $2,000; $1,000 for the Killinger robbery, and the second for the robbery of Barkley's store.

Inspector McKelvey says the reports published that Jack Wiles is a bad man are not true, as he is now endeavoring to live down the past, and is upright.

HITHER AND THITHER.

Movements of Pittsburgers and Others of Wide Acquaintance.

—State Chairman W. H. Andrews spent yesterday in the city, and will leave for Philadelphia this morning. He will open the campaign in September, and he supposed it would be conducted in the usual manner. Some literature will be distributed, but very little. He wondered who the Democrats would put up to be knocked down. The Chairman adopts the "don't know" policy of Quay, which is becoming quite popular among the politicians. A number of the faithful called to see him at the Seventh Avenue. His stopover visit may have had some significance, but when questioned the Chairman was silent. He denied that any conferences had been held between the Quay and Flinn forces looking to a reconciliation.

—Yesterday afternoon Superintendent Luckey received a letter from Prof. J. R. Bane, who is traveling with a company of teachers in Europe. The letter was dated Belfast, Ireland, August 5. In the letter Prof. Bane says they took a little run out to Donaghadee, a short distance away. From Belfast they left for Dublin on August 5. From there they went to Cork, and thence to Londonderry. On the 9th they expected to leave Londonderry for New York, where they will arrive on the 20th, if all goes well, arriving here on the 22d. Prof. Bane says traveling in Europe is the hardest work he ever did in all his life. Since landing on the other side his party has traveled 1,350 miles by rail.

—Mrs. Rebecca Davitt Hunter, mother of Joseph R. Hunter, of this city, returned from a trip to California yesterday. Mrs. Hunter is 81 years of age. She made the journey to the Pacific coast in company with her daughter, Mrs. H. G. Greer, and her granddaughter, Miss Fannie Greer, of Washington Pa., simply as a pleasure trip.

—General Louis Wagner was a west-bound passenger on the Pennsylvania road yesterday. The General thinks that Judge Beasey, of Vermont, will be the next Commander-in-Chief of the Grand Army. He is in favor of pensioning only disabled veterans, and he spoke a good word for Commissioner Tanner.

—There are registered at St. Clair, Mich., a jolly party of Lawrenceville folk. The Misses Mame Hook, Delia Crinnian, Ella Hook, Emma Smith; Messrs. Joseph Fuhrer, Jr., Charles Ackerman, Charles Hook, Jr., the latter from St. Clair. The party go to Mackinaw and return about September 1.

—Ex-Solicitor General George A. Jenks left for his home yesterday. He intends to go to Wisconsin soon in the interest of the telephone cases. He says he wants no State offices, and he is not a candidate for Governor.

—Mrs. M. A. Mitchell, of Delaware, wife of the Rev. G. B. Mitchell, Presiding Elder of Central Ohio, is staying with Mrs. Samuel Hamilton, on Hland avenue.

—C. A. O'Brien, Esq., who has been rusticating among the cowboys in the illimitable, etc., for some weeks, has again quieted down on Grant street.

—J. S. Seaman, of the Phœnix Roll Works, went to Atlantic City on Friday with his family. They will remain away for about a month.

—Mrs. P. McCullough, of Forty-fourth street, and Mr. Gus McCullough leave to-morrow on a protracted tour through the Eastern cities.

—Alderman Richards, of the Seventh ward, and P. McGee, of the Sixth ward, left last night for a ten days' visit to Atlantic City.

—R. J. Greer, of the Street Commissioners' office, left with his family for Wheeling yesterday to visit his parents for a few days.

—Superintendent J. V. Paiton, of the Baltimore and Ohio road, returned from a conference of superintendents at Baltimore.

—J. M. Macdonald, of Youngstown, and Miss Aggie Post, of West Alexander, are among the guests at the Duquesne.

—Captain A. G. Williams, a prominent member of the Butler county bar, is here on a business trip.

—James A. Clowes, of Fourth avenue, has gone with his sister, Mrs. A. M. King, to Wilmington, Del.

—J. Diamond and wife left for Philadelphia last evening to see Mrs. Diamond's father, who is very ill.

—Joseph Walton, with several members of his family, arrived home from the seashore yesterday.

—Will A. Jones, the genial Carson street druggist, is stopping at Niagara Falls with his wife.

—E. H. Shaner, of New Castle, and J. W. Cabot, of Bellaire, are at the Anderson.

—Editor James B. Laux, of the Greensburg *Press* was in the city yesterday.

—W. F. Johnson, of Charlotte, is stopping at the Seventh Avenue.

—H. Sellers McKee went East last evening.

ONLY TWO DEATHS.

The Victims of the West Penn Wreck are Improving Rapidly.

AN ENGINEER'S EXAMINATION

Shows the Accident Was Caused by One of the Rails Breaking.

PHYSICIANS VISITING THE INJURED

Last night the physicians of the West Penn Railroad were out making an official visit and examination of the injuries sustained by those who were in the wreck at Sarver station. A list of those injured was given the doctors, who immediately started off upon their examination. A report of each case, with a detailed statement of the wounds and probability of recovery, will be made out and sent to the company. The records will be kept to be used as evidence in any suits for damages that may arise. The procedure on the part of the officers of the company is nothing unusual, and is done in all cases of accident. The idea is to protect the company against any fraud which may be practiced by family physicians.

Another object in making the examination is to form a basis for the payment of quit claims. When the exact nature of the wounds are ascertained agents of the company will visit the people and offer to make a settlement with them. This generally consists of a monetary consideration and the payment of all expenses, such as doctors' bills, medicines, etc. In this way the cases are settled without resorting to law.

CANNOT ESTIMATE THE LOSS.

Until the report is made it is impossible to estimate what the accident will cost the company. The damage to cars, roadbed, etc., will be covered by $3,000. What it will cost the company to make settlements with those injured and the families of those killed cannot be estimated. The Twenty-eighth street wreck cost the Pennsylvania Company nearly $250,000.

As was published in THE DISPATCH yesterday, there were only two persons killed. The statement that Mrs. Duff, of Forty-sixth street, had died on the train was without foundation. She is at the West Penn hospital. The list of injured numbers over 30. There was not much change in their condition last night. The only one who was not expected to live was James K. Deaner, of Homer City, Indiana county, who is now lying at the Allegheny General Hospital. His ribs were fractured and one of them had perforated his lung. This will cause pneumonia, and his chances of recovery are slight.

Mrs. Graff, who was at the Allegheny General Hospital suffering from injuries to her back, was removed to her home at No. 309 Forbes street. Her injuries were not as bad as reported, although she is in a bad condition. Her son, who was with her at the time, was not hurt, and her husband was but slightly scratched. The doctors at the hospital said

EX-MAYOR LYON WAS IMPROVING.

and he would be all right shortly. He had a fractured collar bone and wrist. At the other hospital and homes of the injured it was stated that the patients were getting along better than was expected, and their recovery was certain. At General Rowley's house his family said he was all right, and would soon be as sound as a dollar. Although past the allotted time of life, the General's strong constitution will pull him through.

Mrs. Captain Jones, whose windpipe was exposed, is in a fair way to recover, the deep gash in her throat having been sewn up.

Chief Engineer Thomas Dobson, of the West Penn Railroad, went to the scene of the wreck yesterday. Upon his return he was seen by a DISPATCH reporter and explained the whole accident at length. He said:

"The statement that rotten ties had anything to do with the accident is

AN ENTIRE MISTAKE,

the breaking of one of the rails by the weight of the engine and its consequent lifting up of the rail when the weight had been removed caused the whole sad affair. It is a curious fact that our foreman happened to be standing on that very spot when the same train passed over it yesterday morning. He said to himself he would watch how the engine went over, as he had some fears about the lines breaking. Everything went smoothly, however, and he walked on thinking that the place was as safe as it could possibly be. When I visited the ground this morning I found three cars off the track. The first car was clear down the embankment. The second and third were partially off. The rail had broken, and when the engine's weight passed over it the broken rail bent up and pierced through the floor of the second car. It smashed three rows of seats and overturned the train. The rail broken is the upper one (the track being what we call a 'skew track'). It is on the right hand as you come toward Pittsburg. The rail there was divided into three pieces. One was three, another nine and the other ten feet long. It was the three-foot piece that broke and bent up. The damage to the line extends only half way across the bridge. On the Butler side it is entirely uninjured."

Superintendent A. P. Kirtland was also seen, and said: "I saw the sensational heads over the accounts of the wreck, and was especially surprised at that of one morning paper, which set down the cause of the accident to 'rotton ties.' The 'rotten ties' notion is altogether wrong. The whole track in that locality has been carefully tested very recently, and there were no rotten ties there. It is rather hard on the road that such stories should be circulated."

POWERS' FUNERAL TO-DAY.

Ex-Mayor Lyon is much grieved at the loss of his gold watch and chain, which has mysteriously disappeared. The timepiece was given Mr. Lyon by the police of this city during his term as Mayor.

The rail that pierced the second car entered it in about the same manner as the piece that caused the death of Mrs. Colonel James P. Barr on the main line some years ago.

Union Veteran Legion No. 1 will meet at its headquarters on Sixth avenue, at 1 o'clock this afternoon, to attend the funeral of William J. Power.

WILL YOU STRIKE?

That is the Question Asked of the Window Glass Manufacturers.

Secretary William Loeffler, of the Western Window Glass Manufacturers' Beneficial Association, yesterday sent out a circular to the members of the association earnestly requesting a representative of each firm to be present at the meeting of manufacturers to be held in Cleveland on Tuesday. The object of the meeting, as has been stated, is to get a free and independent sentiment of opinion on the impending wage conflict.

Accompanying the circular was another circular, containing the result of the conferences with the workers' committee. At the bottom of the circular was the following: "Are you in favor of a strike if workers do not withdraw their demand for an advance, regardless of any action Chambers & McKee Co. may take?"

The latter firm will start one tank furnace September 1 and another as soon after as it can be got ready. Each tank will be worked by 60 blowers. It is stated that the majority of the members of the association would vote for a strike at the meeting rather than pay the advance asked. They claim that with the 120 blowers Chambers & McKee cannot stock the market while the others are idle.

GATHERING FOR GETTYSBURG.

Several Veteran Organizations Fixing for the Old Field Where They Fought—Final Arrangements Ahead.

Veteran soldiers from all parts of the western end of the State were in the city last night, and men who had not seen each other since the war, met, shook hands and exchanged experiences and reminiscences. The cause of this gathering of old war horses was the making of arrangements to attend the dedication of the monuments at Gettysburg battlefield on Pennsylvania Day, September 11 and 12, but for various reasons none of the regimental associations completed their arrangements, and another meeting of each will be necessary before they are ready to start.

The survivors of the gallant Fifty-third met in the Mayor's office, Colonel A. S. M. Morgan presiding. The attendance was large, and so much time was consumed in handshaking and talking over old times that they did not get down to business until nearly 9 o'clock. Then the roll of members who intend making the Gettysburg journey was read, and 150 were noted. With the company from Beaver county and another from Clearfield the Sixty-third expects to muster 200 men when they get back on the old battlefield. The matter of badges and other details of the trip were discussed, and the meeting adjourned until Saturday evening, the 31st inst., when they will complete their arrangements.

The Sixty-first Regiment's survivors, about 40 of them, met in the Assessor's office. Captain W. H. Patterson presided. They expect to take 100 men to Gettysburg, and will wear G. A. R. uniforms and caps. John A. M. Seitz was appointed aid to the Chief Marshal, and Lieutenant Charles Seibert Adjutant of the regiment for the trip. A letter from Mrs. Sweitzer, widow of the late Colonel of the regiment, regretting that she cannot accept the invitation to accompany the old command, was read. Arrangements for sleeping cars are being made, and will be completed by next Saturday night, when the association meets again.

The Sixty-first Regiment Association met in the Union Veteran League Hall on Sixth street, and went over the roll of members who will take in the trip, but their arrangements are not nearly completed, and a meeting next Saturday night will be necessary.

The surviving members of Knapp's Battery met in Veteran Legion Hall. Their plans are all about prepared, but they will meet next Saturday night again. It was decided last night that all members of the militia battery that went by the name of the old organization until it was disbanded a few years ago be invited to participate in the ceremonies at Gettysburg, and accompany the original battery there, a special invitation being extended to Captain Munden. The battery will go over the Baltimore and Ohio, and will take 30 survivors.

ROBERT LIDDELL'S OPINION.

The Syndicate Has Secured a Number of Options on Breweries.

Robert Liddell, of Spencer, Liddell & Co., brewers, said yesterday:

"I believe that syndicate has got options on quite a number of the breweries in this city, but whether they have the money to take the options up I would not like to say. Mr. O'Reilly met me at the Hotel Duquesne on Friday; he wanted me to give him an option on our brewery. O'Reilly took some papers from his pocket, which he wanted me to fill in and place an option on the brewery. This I refused to do without first consulting a lawyer. He asked me to go around and bring my lawyer. I did so, and when the attorney read over the papers he advised me not to sign. The men who represent the syndicate, if there is such a thing in existence, get all the brewers to sign an option for six months. This prevents the brewer, if he has a better offer, from selling, and forces him to sell within the time named. After the men have secured all the options they want they will go over to London, lay it before some financial body, and if they are successful they get a nice percentage out of the sales.

"I think it is a very unwise and injudicious piece of business for a brewer to tie his prosperity up for six months without being certain that he will, at the expiration of the time, see his option blossom into cash."

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