# EVERYDAY SCIENCE.

## Better Spee in Ocean Travel Not Confind to the Atlantic.

## BREATHIN THROUGH THE MOTH.

## Smoke From Soft Coal Frees the Atmosphe of Disease Germs.

## COOLING TH HUMAN BODY B SPRAY

Readers of THE DISPATCH who desire information onsubjects relating to industrial developmnt and progress inmechanical, civil and ectrical engineerin and the sciences can hve their queries nswered through this ctamn.

In view of te fact that a lin of steamers is to be buil immediately thwill make the passage fro Sandy Hook Queenstown in four days and a half, it interesting to note that fastpassages have rently been of frequent occurrence, not onlyacross the Atlantic, but in the longer ru from England to South Africa, India anbe English Colonies. The greatest steamp lines are rapidly awakening to the cmercial importance of increased speed Only last month the Oceanic, one of the vessels of the Peninsular and Orient Steamship Company made the passagein Bombay to London in 14 days, whics fully four days of a gain on the time taby the same company's vessels ten years The same company now proposes to m the passage in 11 days whenever the ray increasing traffic attains such proportas to justify the necessary steps for tperformance. Even this speed would nobolly exhaust the resources of modern me engineering progress, and the passengtraffic to the East has been increasiy leaps and bounds lately, so that it nly a question of time when a much ased speed of transit will be imperativecessary. The world seems to be gettinaller as science advances, and when tdoption of fast steamers on the principes has become universal, a holiday trpund the world will be a practicable taking for the average tourist.

**Mouth-Breathing the Teeth.**

Dr. Scanes Spicer speaking upon "Nasal Obstruction Mouth-Breathing as Factors in the Etic and Disorders of the Teeth," says he hen struck with the frequency with whicous teeth were associated with obstruof the pharynx and enlarged tonsils, so that he has made it a practice mine the teeth in all cases of nasal obn, and he is convinced that there generic relation between some cases ulted arch, narrow jaws and irregulaand nasal obstruction. Normally ould breathe through the nose, so as to and filter the air respired, as does thdian, and the West Indian negro, wses harmless through swamps, emitiusous miasma. In fact, all animals ge races, and young infants do so; burge number of adults of civilized anbreathe through the mouth. The tre thereby exposed to a current of air ouch lower temperature than that of th, which would tend to cause inflamof the periosteum and pulp of a to and be a predisposing cause of carioother ways. The habit of breathing through the nose, which can be cultivated difficulty, is a valuable acquisition.

**a Ship's Hold.**

A novel ost effective apparatus for extinguishres in ships' holds, and for rapidly ving the holds in emergencies has been ght out in England. The scientific of the invention is the fact of carbon de gas being inimical to combustion. is extinguished in a ship's hold by paratus filling it rapidly with fumes ed from the boiler funnel, and cooled urified on their way to the hold, eing left for the expulsion of fresh ained in the hold. The fumes are in with such rapidity as to produce an ou through all vents and crevices in the h nd thus prevent the ingress of fresh hich would otherwise occur. A boile ing two hundred weight of coal ner volves sufficient fumes for this pur d it is claimed for the apparatus that pplicable to any vessel. After a fire been extinguished, or at other tim en the atmosphere in a hold is in a d condition, the apparatus can be se in a large stream of fresh air, an rapidly purify the atmosphere.

**Non-Preventible Accidents.**

erable attention has been paid of the minimizing in every way of the of accidents on railroads, but that a class of accidents possible, which by any amount of foresight be d against, is instanced by an occurwhich is reported from Pennsylvania eek. A woodsman felled a tree on top mountain above the Fall Brook Com's railroad track opposite the mouth -Mile run, on Pine creek. The tree ot fall as the man intended, but went ling over the cliff, and slid down the ntain, gaining in speed at every rod, and ming itself of branches as it went. A ght train was coming up through the ge, and the tree crashed endways through x car loaded with shelled corn, and went into the creek. There was a hole the size the log in the roof and the side of the , and the corn was strewn along the track some distance. When the log struck the r the shock to the train was so violent that brakeman in a rear car thought it was a collision and jumped off; the car, however, remained on the track.

**New Life-Saving Appliance.**

An act has been passed in the English Parliament under which every ship and steamer going to sea must be provided with sufficient boats, or life-saving rafts to accommodate every person on board, crew or passengers. A London firm has opportunely patented a raft which may be folded up so that it shall take up no more room on a ship's deck than does an ordinary lifeboat, and which may, in fact, be made a chock for the reception of the lifeboat, and both boat and raft, by an ingenious, but really simple contrivance, may be put overboard by the same set of davits, and the raft follows the boat so quickly that the two are sent afloat within a couple of minutes of each other. Another of the requirements of the new act is that it requires all ships carrying passengers must have their boats fitted with releasing gear which shall enable both ends of the boat to be instantaneously and simultaneously released, and these appliances must be such as to give satisfaction to the Board of Trade Surveyors. To meet these provisions a self-acting disengaging gear has just been invented.

**Improvement in Artificial Limbs.**

The latest improvement in artificial limbs consists in forming the leg and foot part of a single piece of wood, having the grain curved naturally in its growth, such pieces being procured from the parts of the trunk contiguous to the roots and branches of trees. Limbs made in this way are stronger with the same amount of wood remaining in them than when made of parts and glued together, and are made waterproof, which is a valuable feature when the occupation of the wearer exposes it to constant dampness, or to water itself, as in fishing, mining, dredging, etc. By making limbs in this manner from natural curves in the growth of the wood, it has become practicable to make light and substantial artificial feet, adapted to partial amputations of the foot. The advantages derived from lightness of artificial substitutes will readily be apparent when the resistance to motion from inertia is considered.

**Pure Air in Churches.**

Medical men have been lately insisting on the necessity of better ventilation in churches. Probably all churchgoers have at one time or another experienced the irresistible tendency to drowsiness or somnolence that begins to be felt about the beginning of the sermon, and is only finally dissipated on quitting the church for the open air. In nine cases out of ten it is due to the closeness and heat of the atmosphere, and not the length of the sermon that is at fault. Because churches are, as a rule, large and roomy edifices, architects assume that ventilation is not needed, and vicars and rectors are content to hold the same belief, although they are even greater sufferers by the foul state of the atmosphere than the congregation. If places of worship were adequately ventilated, "church headache" would soon become as little known as "theater headache" now is, thanks to the regulations that the latter places of amusement are now subjected to.

**Activity in Shipbuilding.**

There are abundant evidences that America is destined to forge her way to the front in the shipbuilding industry. There has been unwonted activity in this department during the past year, and it is worthy of note that steel shipbuilding is now in active progress in California, owing to the Federal Government having placed contracts for new steam cruisers with firms on the Pacific coast. One vessel for coast defense, the Monterey, is now about half finished, and it is expected that she will be launched in July. Over 1,400 men are employed in the yard of one iron firm at San Francisco. The cruiser San Francisco, which was launched in November, was fitted up entirely in the city after which she is named, and is the first man-of-war turned out complete from the hands of the contractors.

**Cooling of the Body by Spray.**

Some interesting laboratory experiments have been made on the effect of spraying a considerable part of the body surface of animals with cold water. So successful were these that the spray has now been applied for the purpose of reducing febrile temperature in human beings. In the case of a man suffering from phthisis, whose temperature was high, it was found that by spraying about a pint of water at between 60° and 70° Fahr., over his body, the temperature fell to normal, and continued so for several hours. A similar method was satisfactorily adopted in the case of a girl with diphtheria. In the healthy human subject the spray lowered the temperature nearly 2°.

**German Remedy for Burns.**

The celebrated German remedy for burns consists of 15 ounces of the best white glue, broken into small pieces, in two pints of water, and allowed to become soft; then dissolve it by means of a water bath and add two ounces of glycerine and six drams of carbolic acid; continue the heat until thoroughly dissolved. On cooling this hardens to an elastic mass, covered with a shining, parchment-like skin, and may be kept for any length of time. When required for use it is placed for a few minutes in a water bath until sufficiently liquid and applied by means of a broad brush; it forms in about two minutes a shining, smooth, flexible and nearly transparent skin.

**Rapid Bridge Building.**

A piece of rapid bridge building, done on the copper bridge on the Oregon and Washington Territory Railway recently, deserves record. There were 25 bents of trestle, averaging a height of 25 feet, the frame bents resting on a pile foundation with 10 degrees curve on the bridge. On Thursday morning there was not a stick of timber on the ground; a train crossed the bridge on Sunday, three days afterward. The raising gang, composed of 13 men and foreman, raised the 51 bents on Saturday.

**New Dovetailing Machine.**

A handy dovetailing appliance, which is specially designed for use in small shops, has just come into use. It is employed in connection with a circular saw, and enables a workman to partly cut dovetails with great speed; the pieces are not actually removed, two sides only being cut by the saw, and the third cut being made by hand with a chisel. The whole appliance is exceedingly simple and inexpensive, and it very much decreases the expense of dovetailing as compared with handwork.

**Petroleum Motors.**

Petroleum motors are being simplified and improved to such an extent that they may now be ranked among the useful small motors. A number of these little engines have been running for over a year in different parts of Germany and Russia, and in Belgium a company for their construction has been formed. The motors range from one to four horse-power. Insurance regulations have hitherto constituted one of the most formidable obstacles to the introduction of this class of motor.

**Smoke from Soft Coal Beneficial.**

The belief that smoke from soft coal may have beneficial sanitary effects is gaining ground. It is claimed that sulphur in the coal when burned becomes highly disinfectant. Further, that creosote and its allied products are thrown off with the fumes of bituminous coal, and that an atmosphere charged with carbonic acid must be freer from germs of disease than an apparently purer air.

## REDUCED FREIGHT RATES.

**The Illinois Central Makes a Big Cut, Which is Met by the Other Roads.**

CHICAGO, February 15.—In consequence of the reduction in freight rates between Chicago and St. Paul, the Illinois Central to-day gave notice at the meeting of the Western Freight Association that it would immediately put into effect a scale of rates from Chicago to Sioux City based upon 60 cents a hundred pounds first class. This is a reduction of 20 per cent., the present rates being based upon 75 cents first class.

The other roads voted to meet the Illinois Central's action, and a proposition was then made to apply the reduction to Omaha as well as to Sioux City. This was being discussed at the hour of adjournment, and the matter was laid over for further consideration at to-day's meeting. There seems to be little doubt that the Omaha rates will be reduced.

McKEE & HAGAN, the well-known brokers, at present of 111 Fourth avenue, will remove April 1st to elegant quarters on the ground floor in the newly built Shannon building, 108 Fourth avenue. Having the best of facilities they give rapid and efficient service in handling stocks, grain and oil, in margin or for cash, charging a commission of only ⅛ per cent. They are pleased to give prompt attention to any and all correspondence.

Z. WAINWRIGHT & Co. are the old reliable favorite makers of ale and beer. Any of their brews you may safely buy, Kept by all dealers. Families supplied direct. Telephone 5525. WFSu

**Fine Parlor Clocks,**

Silverware and bronzes, lowest prices, at Hauch's, No. 295 Fifth ave. WFSu

NEW tapestry brussels carpets at Groetzinger's, Penn avenue.

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

# A WOOD STREET DEAL

## Fifty Thousand Paid for a Lot on Which to Build a Fine House.

## COUNTY PROPERTY STILL UNSOLD.

## A Man Who Ought to Know Says Central Cars Will Start Tuesday Night.

## TALK ABOUT THE EXCHANGE BUILDING

There was an active movement all along the real estate line yesterday, but the event of most importance that was permitted to reach the surface was the sale by Charles Somers & Co., for the Woods estate, of the property corner of Wood and Water streets, having a frontage of 60 feet on Water street and 80 feet on Wood street, with a three-story brick building, for $50,000.

The purchasers, Messrs. J. & C. McCune, will erect a fine eight-story building on the lot the coming season.

* * *

About two months ago THE DISPATCH noted the sale of a large tract of land from the Baum estate to Mellon Bros. Since then the ground has been plotted, making a frontage of 24 fine large building lots on the northwest side of Negley avenue. Twelve of them have already been sold, of which fact this is the first mention. This shows how rapidly fine residence sites are being picked up. The restriction requires at least a $6,000 dwelling to be erected on each lot, of brick or stone, and set back 30 feet.

* * *

Friends and prospective patrons of the Central Traction Railway need not be discouraged over the delay in starting the cars. There is hope for them yet. At the office of Whitney & Stephenson it was learned yesterday that the prospect is favorable for the commencement of operations Tuesday evening next, and possibly Monday. The informant said: "The accident to the track has been repaired and other difficulties removed.

"The Superintendent informed me to-day that he knew of no reason why a start should be delayed longer than Tuesday evening, and possibly sooner. The cable could be run tomorrow night, but the company objects to christening its enterprise on the Sabbath. From the best information I can get, it is pretty safe to say that cars will be running not later than next Tuesday night."

* * *

There was a small attendance—not more than eight or ten—at the adjourned auction sale of the county buildings, at the Court House, yesterday afternoon. Major Pentecost officiated as on the former occasion. Captain William Ward and Charles H. Humbert were the only bidders. The sale was again adjourned on a bid by Mr. Humbert of $29,600 for the lower building. There were no offers for the other.

Another attempt to sell the property will be made at the same place and time next Saturday.

* * *

A number of the 300 members of the Pittsburg Petroleum, Stock and Metal Exchange were surprised yesterday to learn that they were about to sell their fine building, and transfer their business to a back street. Such talk has been heard quite frequently for a year or two, but nothing has come of it. There is no more probability now of selling the property than there was a year ago. This view was corroborated yesterday by a prominent member of the Exchange. He said:

"I have made no canvass of the members, but do not hesitate to say that the majority of them are opposed to parting with the property. It is not only a good place in which to do business, but it is a rallying point for friends and acquaintances. If it were sold the 'boys' would scatter and old associations be broken up. Besides, it is cheap, costing only $30 a year. Many of the members have no offices. If the building were sold they would have to rent offices or quit business. Where can a man get an office for $30 a year? This consideration alone will cause them to hold on to the property. Besides, to sell now would be bad financiering. Property on Fourth avenue is scarce and advancing.

"We have been offered something over $3,000 a foot front, but in five years or less time we can get $5,000. There is no better location on the avenue, and the property will get the full benefit of every advance. Another thing, the Exchange is out of debt and has a considerable surplus in the treasury. Under these circumstances and conditions talk of selling at present is all bosh."

* * *

It is impossible to satisfy some people. However clear the sky, they will insist that there is a cloud somewhere. In the midst of peace and prosperity they loudly proclaim that the country is going to the dogs. They never tire of parading the fact that, in some respects, the ancients were superior to the people of this age. It may be conceded that, in architecture and sculpture the Greeks have never been surpassed. But this concession covers only a small space in the broad field of human effort. The Greeks and the Romans, the most cultivated people of antiquity, knew very little about art. The most affluent citizens of Athens were surrounded by fewer accessories of easy existence than are within reach of the commonest day laborer in Pittsburg.

We copy some of the beautiful forms of Hellenic architecture, but we add to our buildings the results of ages of scientific progress. In heating, lighting, draining, ventilation, the elevator, modes of traveling and other devices that promote comfort and prolong life, more progress has been made in the last 100 years than was achieved in all preceding ages. Facts disprove the pessimistic doctrine that the world is swinging back to barbarism. Man is marching onward and upward in obedience to the changeless law which brought him into existence and directs his movements.

* * *

A Pittsburg coal operator, who has just returned from a business trip to Tennessee, says the coal supply in that State is practically inexhaustible. There are more than 5,000 square miles of coal land within easy reach of the Tennessee and Clinch rivers. Although inferior for manufacturing purposes to the Pennsylvania product, it is of good quality. The principal market for it is in the South, but considable quantities are sent North, to Denver, Chicago and New York. Coal and coke shipped last year from the territory in question amounted to about 2,000,000 tons.

He thinks slack-water navigation on the Tennessee, Clinch and Powell rivers would increase the output to 30,000,000 or 40,000,000 tons, about 40 per cent of the output of the Pennsylvania mines.

## IN GOOD SPIRITS.

**Stock Brokers Not Burdened With Business, but Extremely Hopeful.**

Sixty shares, 50 Chartiers Gas and 10 Philadelphia Company, comprised the business transacted at the stock call yesterday. There was a buoyant feeling, however, and predictions were freely made that the upward movement which set in early in the week would suffer no backset until a considerably higher level shall be reached.

Nearly everything was firm and in many cases higher. Both Philadelphia and Chartiers Gas showed improvement. Pleasant Valley Railway and People's Pipeage continued their upward movement. Central Traction dropped a point; Pittsburg was barely steady, and Citizens' neglected. Allegheny Heating Company was fractionally better. Switch and Signal went off a trifle, but Electric maintained its old position, in the hope that something will soon turn up.

Bank shares were dull and firm, and the same may be said of insurance stocks. While investors are hungry for these gilt-edged securities, they hesitate to pay the prices demanded. Gentlemen should remember that reliable dividend-payers always command top figures.

EXCHANGE STOCK.

| | Bid. | Asked. |
|---|---|---|
| Pitts. Pet., Stock & Metal Ex. | 450 | 465 |

BANK STOCKS.

| | Bid. | Asked. |
|---|---|---|
| Arsenal | 65 | .... |
| Allegheny National Bank | 62 | .... |
| Commercial National Bank | 85 | .... |
| Diamond National Bank | 180 | .... |
| Duquesne National Bank | 165 | .... |
| Exchange National Bank | 88 | .... |
| Fifth Avenue | .... | 40 |
| Freehold | 65 | 71 |
| German National Bank | 320 | .... |
| Keystone Bank of Pittsburg | .... | 71 |
| Marine National Bank | 100½ | .... |
| Masonic Bank | 61¾ | .... |
| Monongahela National Bank | 115 | .... |
| People's Savings Bank of Pittsburg | 130 | .... |
| Second National Bank | .... | 225 |
| Third National Bank | .... | 175 |
| Second National, Allegheny | .... | 210 |

INSURANCE STOCKS.

| | Bid. | Asked. |
|---|---|---|
| Ben Franklin | .... | 51 |
| Birmingham | 45 | .... |
| German American | 51¾ | .... |
| Man. & Mer. | 47 | .... |
| Union | 45 | .... |
| Western Insurance Co. | .... | 80 |

GAS STOCKS.

| | Bid. | Asked. |
|---|---|---|
| Allegheny Gas Co. (Illum.) | 41 | .... |
| Consolidated Gas Co. (Illum.) | 38 | .... |
| Pittsburg Gas Co. (Illum.) | 47 | .... |
| Southside Gas Co. (Illum.) | .... | 25 |

NATURAL GAS STOCKS.

| | Bid. | Asked. |
|---|---|---|
| Allegheny Heating Co. | 100¾ | .... |
| Bridgewater | 39¾ | 40 |
| Chartiers Valley Gas Co. | 69 | .... |
| Natural Gas Co. of W. Va. | .... | 70 |
| People's Nat. Gas and Pipeage Co. | 15¾ | 17¼ |
| Pennsylvania Gas Co. | 11 | .... |
| Philadelphia Co. | 23 | 23¼ |
| Pine Run | .... | 77 |
| Westmoreland and Cambria | .... | 21 |

OIL COMPANY STOCKS.

| | Bid. | Asked. |
|---|---|---|
| Hazelwood Oil Co. | 50 | 51 |
| Tuna Oil Co. | .... | 68 |

PASSENGER RAILWAY STOCKS.

| | Bid. | Asked. |
|---|---|---|
| Central Traction | 30½ | 31 |
| Pittsburg Traction | .... | 40¼ |
| Pleasant Valley | 23½ | 23¾ |
| Pittsburg, Allegheny and Manchester | .... | 200 |

RAILROAD STOCKS.

| | Bid. | Asked. |
|---|---|---|
| Allegheny Valley | 2½ | .... |
| Chartiers Railway | 42 | .... |
| Pitts. & Connellsville | .... | 13½ |
| Pitts., McK. & Yough. R. R. Co. | 59 | .... |
| Pitts., Va. & Charleston R. R. Co. | 41½ | .... |

BRIDGE STOCKS.

| | Bid. | Asked. |
|---|---|---|
| Ewalt (Forty-third st.) | 58 | .... |
| Northern Liberties | 60 | .... |
| Monongahela | 25 | .... |
| Point pref. | .... | 25 |

MINING STOCKS.

| | Bid. | Asked. |
|---|---|---|
| La Noria Mining Co. | ½ | ¾ |
| Luster Mining Co. | 18 | 20½ |
| Silverton Mining Co. | .... | 1¼ |
| Yankee Girl Mining Co. | .... | 8 |

ELECTRIC LIGHT STOCKS.

| | Bid. | Asked. |
|---|---|---|
| Westinghouse Electric | 46½ | 47½ |

MISCELLANEOUS STOCKS.

| | Bid. | Asked. |
|---|---|---|
| Granite Roofing Co. | .... | 20 |
| Monongahela Navigation Co. | .... | 88 |
| Monongahela Water Co. | .... | 35 |
| New Castle Water Co. | 27 | .... |
| Union Switch and Signal Co. | .... | 16¾ |
| Union Switch and Signal Co. pfd. | .... | 40 |
| Westinghouse Air Brake Co. | 108½ | 110½ |
| Westinghouse Brake Co., Ldm. | 55 | 60¼ |

Sales included $2,000 Junction Railroad bond at 117¾, 10 shares of Philadelphia Gas at 33, and 50 shares of Chartiers Gas at 39¼.

Andrew Caster sold 150 shares of Pleasant Valley at 23½, and $1,000 Pittsburg and Western 4s at 80¼.

G. B. Hill & Co., sold 500 shares Pittsburg Traction in lots of 40, 5 shares Third National Bank of Pittsburg at 177, 20 shares of Central Traction at 31 and bought 1,000 shares Lead Trust at 18.

Edward P. Long sold $5,000 Pittsburg and Western 4s at 81, 100 shares Pleasant Valley at 23¼, 50 shares Luster Mining Company at 23¼, 50 Central Traction at 31, 5 shares Philadelphia Gas at 32¾, and a large block of National Bank stock which the principal declines to have quoted.

Rea Bros. & Co. sold 200 shares Pittsburg Traction at 40, 120 shares Luster Mining at 22, and bought 10 shares Philadelphia Gas at 33.

The total sales of stocks at New York yesterday were 130,448 shares, including Delaware, Lackawanna and Western 2,530; Louisville and Nashville, 4,875; Missouri Pacific, 4,500; Oregon Transcontinental, 1,825; Reading, 6,175; Richmond and West Point, 9,395; St. Paul, 7,080; Texas Pacific, 1,800; Union Pacific, 4,750.

## RECORD BREAKING.

**Business of the New Year Continues to Show Large Gains.**

The week in banking circles closed with a good supply of ready cash and a fair demand at 6@7 per cent. The bank clearings for the week show a gain of $1,517,779 90 over the corresponding time last year. The Clearing House report is as follows:

| | |
|---|---|
| Yesterday's exchanges | $ 2,345,085 17 |
| Yesterday's balances | 345,467 30 |
| Week's exchanges | 13,807,009 17 |
| Previous week's exchanges | 14,961,069 63 |
| Exchanges week of 1889 | 12,289,229 27 |
| Balances week of 1889 | 2,160,234 96 |
| Gain, 1890 over 1889 | 17,650,865 67 |

The weekly statement of the New York banks, issued Saturday, shows the following changes: Reserve, decrease, $2,361,800; loans, increase, $1,774,800; specie, decrease, $2,362,000; legal tenders, decrease, $812,600; deposits, decrease, $1,251,200; circulation, increase, $19,200. The banks now hold $7,497,100 in excess of the 25 per cent rule.

Money on call at New York yesterday was easy, with no loans, and closing offered at 2¾ per cent. Prime mercantile paper, 5@6½. Sterling exchange dull and steady at $4 82½ for 60-day bills and $4 87 for demand.

**Closing Bond Quotations.**

| | | | |
|---|---|---|---|
| U. S. 4s, reg. | 122¾ | M. K. & T. Gen. 5s | 66 |
| U. S. 4s, coup. | 122¾ | Mutual Union 6s | 103 |
| U. S. 4½s, reg. | 108½ | N. J. C. Int. Cert. | 111 |
| U. S. 4½s, coup. | 109½ | Northern Pac. 1st s. | 115 |
| Pacifics of '95 | 116 | Northern Pac. 2ds. | 114¼ |
| Louisiana Stamped 4s | 97½ | Northw'n'n consols. | 142¾ |
| Missouri 6s | 100 | Northw'n deben's. | 110½ |
| Tenn. new set. 6s | 107 | Oregon Nav. Trans. 6s. | 106½ |
| Tenn. new set. 5s | 104 | St. L. & I. M. Gen. 5s | 91 |
| Tenn. new set. 3s | 74 | St. L. & S. F. Gen. M. | 109 |
| Canada So. 2ds | 105 | St. Paul consols | 125¾ |
| Cen. Pacific 1sts | 111½ | St. P., Chi. & Pc. 1sts. | 116 |
| Den. & R. G., 1sts | 118 | Tex. Pc. L. G. Tr Rs. | 92½ |
| Den. & R. G. 4s | 75½ | Tex. Pc. R. G. Tr. Rcts | 39¾ |
| D. & R. G. West, 1sts | .... | Union Pac. 1sts | 111½ |
| Erie, 2ds | 101½ | West Shore | 105½ |
| M. K. & T. Gen. 4s | 73¾ | | |

NEW YORK—Clearings $124,100,293; balances, $5,024,877. For the week—Clearings, $679,611,460; balances, $32,122,779.

BOSTON—Clearings, $15,419,784; balances, $1,855,757.

BALTIMORE—Clearings, $2,160,834; balances, $288,693.

PHILADELPHIA—Clearings, $10,158,452; balances, $1,649,053. For the week—Clearings, $64,507,978; balances, $9,450,262.

PARIS—Three per cent rentes, 87f 95c for the account.

CHICAGO—Clearings, $9,957,000. For the week—Clearings, $62,368,702, against $62,424,278 for the corresponding week last year. Money unchanged. New York exchange, 25c discount.

ST. LOUIS—Clearings, $3,082,418; balances, $678,220. For this week—Clearings, $22,471,270; balances, $4,774,967. For last week—Clearings, $22,822,248; balances, $5,242,576. For corresponding week last year—Clearings, $19,199,014; balances, $3,806,792.

## THANKFUL FOR SMALL FAVORS.

**Oil Steady Within a Narrow Range—Brokers Between Two Fires.**

Business in oil was next to nothing yesterday, but the "boys" were in good humor over the fact that it was better than the previous Saturday, when there was not a single sheet for the Clearing House. The market was steady, and the range of prices very narrow. The opening was $1 06¾, highest, $1 06¾; lowest, $1 06¼; closing, $1 06¼. Clearances were 210,000 barrels.

A broker remarked: "The only way I can account for the prevailing dullness is on the theory that the Standard is putting up a job on the producers to get control of their entire output. If the monopoly succeeds it will kill business on 'Change. If on the other hand, the producers combine and do their own refining we will be no better off. We are between two fires, and can't escape both of them."

There was nothing strikingly new in field developments yesterday. There were no new gushers brought in. Lockwood & Co.'s well on the Elcholtz farm, Butler county, was holding up to the 1,200 barrel rate. Mackey, Finn & Co.'s Ruple well, in the Washington field, is making 50 barrels a day, with drilling progressing to the fifth sand. The South Penn Oil Company's Salem Flack No. 4 is keeping up to about 500 barrels a day. Other wells in the different fields were doing about as previously reported.

**Features of the Market.**

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

| | | | |
|---|---|---|---|
| Opened | 106¾ | Lowest | 106¼ |
| Highest | 106¾ | Closed | 106¼ |

| | Barrels. |
|---|---|
| Average charters | 30,643 |
| Average shipments | 75,131 |
| Average runs | 48,060 |

Refined, New York, 7.50c.
Refined, London, 5¾d.
Refined, Antwerp, 17f.
Refined, Liverpool, 5d.
Refined, Bremen, 6.35m.

A. R. McGrew quotes: Puts, $1 05⅝; calls, $1 06¼@1 06⅝.

**Other Oil Markets.**

OIL CITY, February 15.—Petroleum opened at $1 06¾; highest, $1 06¾; lowest, $1 06¼; closed at $1 06⅝. Sales, 174,000 bbls; no clearances reported; charters, 74,003 bbls; shipments, 60,678 bbls; runs, 69,077 bbls.

BRADFORD, February 15.—Petroleum opened at $1 06; closed, $1 06¾; highest, $1 06¾; lowest, $1 06. Clearances, 256,000 bbls.

## THOUSANDS INVESTED.

**A Number of Unusually Important Transactions in Real Estate.**

Black & Baird, 95 Fourth avenue, sold the Beck property, corner of Braddock avenue (formerly known as Park Way avenue) and Forbes avenue, Twenty-second ward, adjoining the property of Colonel Allen. The tract contains about six acres and has already been plotted in lots and will be put on the market at once. The new electric railroad, out Penn avenue and East End avenue to Wilkinsburg, will run within two squares of the property, affording rapid transit. The price paid for the property approximated $30,000.

Alles & Bailey, 164 Fourth avenue, sold for Christ Reiger a three-story brick dwelling of 12 rooms, finished attic and all improvements, lot 22¾x95 feet, on Fayette street to an alley; known as No. 29 Ninth street, for a price approximating $15,000 cash. They also placed a mortgage of $1,600 for three years at 6 per cent on property in the Thirteenth ward, Pittsburg.

Baxter, Thompson & Co., 162 Fourth avenue, sold a lot on the Baum grove plan, situate on the northwest side of Negley avenue, and third lot from Coral street, 57x121, to Wm. Anderson for $5,415.

Ewing & Byers, No. 93 Federal street, sold for Adam Heyl to T. T. Bradshaw a vacant lot, 20x110 to a paved alley, on the east side of Buena Vista street, Second ward, Allegheny City, for $3,275, cash.

W. C. Stewart, 114 Fourth avenue, sold for Philip Wagner a piece of property on Forbes avenue, Oakland, to a non-resident as an investment, for $7,000 cash. He also placed a mortgage for $17,500 at 5 per cent and taxes for five years.

W. W. McNeill & Bro., 105 Fourth avenue, sold another of those desirable six-room frame dwellings on Morrison avenue, Second ward, Allegheny, for $1,650. They also sold a mortgage on property in Allegheny, Second ward, for $1,000 at 6 per cent.

L. O. Frazier, corner Forty-fifth and Butler streets, sold for Henry J. Lang a new brick dwelling of five rooms, etc., with lot 17x90.10 feet, situated on the southeast corner of Howe and Plumer streets, Seventeenth ward, to Mrs. Margaret Hanrahan, for $3,500.

Magaw & Goff, Lim., 145 Fourth avenue, sold for Mrs. S. J. Miller to A. Y. Lee, the architect, a handsome six-room house, with lot 40x130, in Swissvale, for $2,650. They also sold a mortgage for $700 for three years at 6 per cent on a small property in Etna Park Place, Etna station, P. & W. Railroad.

Samuel W. Black & Co., 99 Fourth avenue, sold No. 3 Oakland Square, Fourteenth ward, lot 30x100, with an eight-room brick dwelling, for $6,500.

## HOMES FOR THE PEOPLE.

**Rain and Mud Unable to Entirely Knock Out the Building Industry.**

The number of building permits issued last week—all for small and medium sized houses—was 26, against 39 the previous week. The cost of the improvements is figured at $31,213.

The number of permits taken out to date this year is 225. The estimated cost of which is $447,492. These totals differ very little from those for the same time in 1889.

Patrick Sweeney, frame one-story dwelling, 18x16 feet, on Locust street, Sixth ward.

James C. Dick, two frame two-story and mansard dwellings, 20x30 feet, on Margaretta street Nineteenth ward.

J. C. Tyson, two frame two-story dwellings, 15x32 feet each, on Grazier street, Twenty-first ward.

J. E. Williams, two frame two-story and basement dwellings, 18x16 feet each, on Bigelow street, Twenty-third ward.

John E. Williams, frame one-story store, 25x40 feet, on Greenfield street, Twenty-third ward.

Nicholas Finoff, frame one-story and basement dwelling, 20x32 feet, on Beulah street, Twenty-seventh ward.

John Grant, brick addition three-story dwelling and store, 26x27 feet, on Frankstown avenue, Nineteenth ward.

Charles Weigold, brick one-story store, 26x104 feet, on Chancery lane, First ward.

Andrew Dressel, brick two-story and basement dwelling, 20x28 feet, on Our alley, Eleventh ward.

Charles Diterich, frame two-story store and dwelling, 19x30 feet, on Frankstown avenue, Twenty-first ward.

T. M. Jenkins & Co., frame two-story and attic dwelling, 37x50 feet, on lot near Second avenue, Twenty-third ward.

Mrs. Sarah Leech, frame two-story dwelling, 10x16 feet, on Shanton alley, Thirty-first ward.

James Stark, frame one-story dwelling, 14x14 feet, on Kent alley, Eighteenth ward.

August Rausch, frame one-story shop, 16x20 feet, on Gregory street, Twenty-seventh ward.

A. C. Patterson, frame two-story dwelling, 18x32 feet, on Ennis street, Thirty-second ward.

Gustave A. Ross, frame one-story dwelling, 24x39 feet, on Meriden street, Thirty-fifth ward.

Bernard McPoland, frame one-story dwelling, 14x28 feet, on Stobo street, Fourteenth ward.

Lizzie Bauer, frame two-story and mansard dwelling, 18x39 feet, on Keystone street, Eighteenth ward.

Frederick Steinecka, frame addition two-story dwelling, 14x16 feet, on Continental street, Twenty-first ward.

Wm. A. Smith, frame two-story dwelling, 16x16 feet, on Harvard street, Nineteenth ward.

Wm. Calbert, frame two-story dwelling, 20x32 feet, on Ellsworth avenue, Twentieth ward.

Anton Zender, frame two-story dwelling, 18x32 feet, on Boundary street, Fourteenth ward.

Hensel Achata, frame one-story and attic dwelling, 18x32 feet, on Halket street, Fourteenth ward.

Fred Baldaugh, frame two-story dwelling, 20x18 feet, on Roemer street, Thirteenth ward.

Mrs. D. McKenzie, frame two-story dwelling, 16x28 feet, on Gilmore street, Fourteenth ward.

John H. C. Fraumann, frame addition, two-story dwelling, 17x18 feet, on Kirkpatrick street, Thirteenth ward.

## LOWER FIGURES.

**A Bad Bank Statement Takes the Shine Out of Railroad Shares—Trusts Show Some Strength, With Sugar a Great Feature.**

NEW YORK, February 15.—The stock market was dull again to-day and weak almost from opening to closing, and, while sugar was the great feature of the day, material losses were sustained in the regular list on a comparatively light business.

The bears were again active and aggressive, being induced to make an extra demonstration against the list by rumors of a bad bank statement, which were given color to by the assertion of the *Financial Chronicle* that the banks had lost $3,000,000 during the week. That the calculation was correct was shown by the statement showing a loss in the surplus reserve of something over $2,000,000.

The character of the railroad news was rather mixed, and had little effect one way or the other upon values. The Trusts were strong in the early dealings, continuing the advance of the past few days, but later they gave way with the rest of the market, and Sugar Refineries, after an advance of 1⅝ per cent to 69⅞, retired to 67¾, and closed at 67⅞.

In the regular list Louisville and Nashville sold ex-rights, and was weak throughout, being joined by Missouri Pacific and Rock Island. With the exception of Chicago Gas these were the only stocks which showed any marked weakness, though Wisconsin Central also continued its decline. The coal stocks were quiet and well held throughout the session, and the remainder of the list, with the exceptions noted, was dull and without feature of interest.

The market closed weak at the lowest prices. The final changes are almost invariably losses. Chicago Gas lost 1⅝, Louisville and Nashville 1¼, Rock Island 1½ and Missouri Pacific 1 per cent.

Railroad bonds were quiet, and followed the share list closely, maintaining a heavy to weak tone throughout, and the final changes are generally in the direction of lower figures. Wisconsin Central incomes were again the only features of the dealings, though several other issues scored material losses. The sales reached $596,000, but no special animation was noted. The losses including: Kansas City and Omaha firsts, 3½, at 83, and Norfolk and Western general 6s, 2¾, at 117½. The sales of railroad bonds for the week were $7,207,000, against $8,058,000 for last week.

The following table shows the prices of active stocks on the New York Stock Exchange yesterday. Corrected daily for THE DISPATCH by WHITNEY & STEPHENSON, oldest Pittsburg members of New York Stock Exchange, 57 Fourth avenue:

| | Open-ing. | High-est. | Low-est. | Close ing. |
|---|---|---|---|---|
| Am. Cotton Oil Trust | 27 | 27¾ | 26½ | 26⅞ |
| Atch., Top. & S. F. | 33 | 33 | 32⅝ | 32⅝ |
| Canadian Pacific | .... | .... | .... | 74¾ |
| Canada Southern | 53¾ | 53¾ | 53¾ | 53¾ |
| Central of New Jersey | .... | .... | .... | 118 |
| Central Pacific | 31 | .... | .... | 31 |
| Chesapeake & Ohio | 24½ | 24½ | 24½ | 24½ |
| C., Bur. & Quincy | 107¾ | 107¾ | 107 | 107 |
| C., Mil. & St. P. | 68⅝ | 68⅝ | 68⅝ | 68⅝ |
| C., Mil. & St. P., pf. | .... | .... | .... | 114½ |
| C., Rock I. & P. | 92⅝ | 92⅝ | 92 | 92 |
| C., St. L. & Pitts. | .... | .... | .... | 17 |
| C., St. L. & Pitts. pf. | .... | .... | .... | 80 |
| C., St. P., M. & O. | 82⅝ | 82⅝ | 82 | 82 |
| C., St. P., M. & O., pf. | .... | .... | .... | 92⅝ |
| C. & Northwestern | 109¾ | 109¾ | 109 | 109 |
| C. & Northwestern, pf. | .... | .... | .... | 142¾ |
| C., C., C. & I. | 69⅝ | 70 | 69⅝ | 69 |
| C., C., C. & I., pf. | .... | .... | .... | 96¾ |
| Col. Coal & Iron | 49 | 49¼ | 48½ | 48½ |
| Del., L. & W. | 136⅝ | 136¾ | 135⅝ | 135¾ |
| Del. & Hud