

THE NICARAGUA JOB

Is Defended by President Miller in a Long Speech Before

THE TRANS-MISSISSIPPI CONGRESS

Resolutions Introduced Which Would Give Legislators Work.

TOPICS FOR THE SOUTH AND WEST

NEW ORLEANS, Feb. 24.—At the Trans-Mississippi Commercial Congress to-day various resolutions were introduced and referred. They favor construction of the Nicaragua Canal; urged appropriation by Congress for rivers and harbors; recommended that the Government issue a sufficient amount of legal tender to restore the equilibrium between money and over-production; that New Mexico, Arizona and Utah be admitted as States; that the enactment of such measures as will insure to the people of the country that the law giving a bounty on sugar and admitting machinery for the manufacture of sugar free shall not be recalled for at least five years; that the Government abolish Indian titles to land and the tribal system; that Indians be disarmed and made amenable to law; that all Indian reservations be opened for settlement; demand free and unlimited coinage of silver; that the action of Congress regarding the Hennepin Canal be indorsed; denouncing trusts and combines.

A Governor on Waterway Works. Governor Hubbard, of Texas, delivered an address on the subject of waterways. He said that until the meeting at Denver, the plea for appropriations was in vain, or was too late to do good. They had succeeded in getting the promise of the Government of \$6,200,000 to deepen the harbor of Galveston, and in good, due time from 20 to 30 feet of water might be expected. Governor Hubbard predicted that in less than five years great ships, laden with cotton and grain, would be seen in fleets through all the passes of the Mississippi river; that the same would be the case at Galveston, Velasco and even at Aransas Pass, Tex. The country from New Orleans to the Rio Grande is yet virtually a virgin state, but this will in a short time be a country densely populated, and will hold the balance of power in this country.

The following resolution, offered by the New Orleans Maritime Association, was adopted: WHEREAS, South Pass, though at present efficient, promises in the near future to be rendered inadequate to accommodate the ease the prospective increase of vessels to and from that port, therefore, be it Resolved, That Congress be petitioned to increase the present outlet of the present system of the Mississippi river.

Warner Miller Talks of His Canal. Hon. Warner Miller, President of the Nicaragua Canal Construction Company, was introduced and delivered an address on the plans and progress of the canal, of which the following are extracts: He gave a brief historical account of the various efforts that have been made to construct an inter-oceanic canal, and an account of the various surveys that have been made by the United States Government and the provinces of Canada, the result of which has been to prove that the only feasible route for a canal across the American continent is by the way of Nicaragua. The Government has demonstrated this most conclusively by several extended surveys which it has made of the entire isthmus from Mexico down to South America, said Mr. Miller, who continued:

This opinion regarding the Nicaragua canal has been concurred in by all American and foreign engineers who have ever examined the country. General Sherman and McClelland all approved of the route, and were desirous of seeing the work undertaken. It is a well-known fact that General Grant and McClelland were both interested in former concessions and have been heard to say that they would have been chief engineer of the enterprise, if they had lived. Americans have always believed in the feasibility of this route, and never had any faith in the ill-fated enterprise of De Lesseps, and the result proved the soundness of the American opinion.

The Obstacles to Be Surmounted. Mr. Miller then gave a description of the physical conditions of Nicaragua and of the route as now located, over which he passed with a party of engineers and other gentlemen who all pronounced the work clearly feasible. He added: The total distance across the country, from Greytown on the Atlantic to Brito on the Pacific, is 170 miles, of which there is only 57 miles of water. The rest is land, river and lake navigation, amply providing for speedy and safe transit of the largest vessels now navigating the world. Nicaragua furnishes more than ten times the volume of water necessary for the operation of the locks of the canal, and for the artificial basins to be operated, while slack water navigation of the river is obtained by construction of a dam at the mouth of the river. The value of this canal to the commerce of the United States is illustrated by stating that the distance from New York to San Francisco and New York and New Orleans is shortened a little more than 16,000 miles from the distance going around the Cape of Good Hope, half the circumference of the globe. The Pacific States are benefited not only by being brought nearer to the Gulf and eastern ports, but they are also brought proportionately nearer the whole of Europe. The export of wheat and other agricultural products of the Pacific coast to the market of Europe at the present time, where they are brought into connection with the wheat coming from India through the Suez canal.

A Gain for the Pacific Coast. The construction of the Nicaragua canal might easily double the output of the Pacific States in wheat and other agricultural products and find for them a ready and profitable market in Europe—a more profitable market than now, because the cost of transportation, which is the chief expense, in commerce, would be reduced by the reduction of distance as above stated. It has been estimated that the increased value of the timber now standing around Puget Sound would pay for the construction of the canal. The timber estimates which must look to new fields for timber. This is the best found upon the Pacific coast of the United States. The soil there is most fertile, the climate is the best in the world. The Pacific coast is capable of supporting a population of a hundred million, if all the lands were taken up and cultivated.

The Salt for the Central South. The benefits that would accrue to the Gulf States and the interior States lying west of the Mississippi and north of the Gulf would be only second in importance—second at all—to the benefits derived by the Pacific coast. If the States lying along the Atlantic coast, from Maine to Virginia, have grown more rapidly in the past few years than any other section, it has been largely because they were able to control the commerce of this country with Europe. They were most favorably located for this. All the products of the West have passed through the Eastern ports and reached much wealth to those communities. Those communities have also become large manufacturing centers, and this has added to their wealth. There is lying south of us a great continent—South America—which should be in closer trade relations with us than it is, and there are lying upon the Pacific great States, like those of Japan, Korea and the East Indies, which would at once be brought into closer relations with the Gulf States and the north of it than they would be with the Eastern States, because the Gulf ports are about 1,000 miles nearer to the eastern mouth of the canal than is New York or other Eastern ports.

After the Trade of the Orient. The result would be that the trade of the Orient, which is to go into all the Western States lying north of the Gulf, would seek an inlet through Gulf ports. Which one of these ports would be the one favored would depend, of course, upon the energy of the people. The export of our breadstuffs and food products, which are not in some portions of South America and the Pacific

Ocean, would find an outlet through the Gulf ports rather than go across the Continent today they are suffering with over-production of cotton and low prices, if the Nicaragua Canal were constructed they would have the supplying of cotton, either in or in its manufactured state, to fully 70,000,000 people who live on the Pacific Coast and would be tributary to our country if the canal were constructed.

The 40,000,000 people of Japan are calling for new cotton mills, which they have been building. The Japanese Consul General in New York informed me only a short time ago that he had expected some 15 or 20 modern spinning mills in Japan, and were getting their supply of raw cotton from India and Java, and that he had been during the past winter from New York over the Canadian Pacific Railroad to Vancouver, from there to Japan in the steamers of the English line.

He Appeals to the Cotton Trade. If we could afford to pay this transportation and it could be shipped from Gulf ports to Japan, saving more than two-thirds the present cost! Only a few days ago several thousand bales of American cotton were shipped from Liverpool to Japan by the Japanese steamers.

General Grant, when he made his journey around the world, foretold that this condition would exist. He is quoted in the Amiens, who has always been a strong advocate of the canal, he says that the Chinese would not be able to produce cotton in the Pacific, and that the opening of the Nicaragua Canal would import more than our entire crop then grown (which was some 3,500,000 bales), and added that there was no one such man as a cotton producer on the globe as that of Arkansas and the adjacent cotton growing lands. What Grant foretold in regard to China has already come true in regard to Japan.

What the South needs to-day is a larger market for her cotton. Cotton is the largest crop she can grow to bring her money, and while she may turn her attention somewhat to other products, she will never be largely successful until she has found a ready market at fair prices for all the cotton she can produce.

Oriental Countries Want Our Cotton. This market is not confined to our own country and Europe. The population of Japan, Korea and China, many times greater than our own, will require a vast amount of cotton and woolen goods. It is a well-known fact when those nations shall have introduced modern machinery and shall be able to produce cotton fabrics at lower prices than at present, the demand for our cotton will then be equal to all that we can produce, and that at remunerative prices.

Mr. Miller said in conclusion, that the enterprise now presented to America is one which has had the most careful consideration; has been examined by the ablest engineers of the world, and pronounced entirely feasible. He thought that the commerce of the world demanded it should be constructed. The only question of importance now is whether it should be done by American capital, under American auspices and control, or whether it should be compelled to seek the capital of Europe for its completion, for, with the example of the Suez Canal before us, there is no doubt that private enterprise will come forward with this great undertaking to a successful conclusion.

Mr. Miller Answers Questions. Mr. Fisk, of Colorado, asked how the Congress would act in the matter. Mr. Miller replied that the company is a private corporation, chartered by the Government. It is authorized to issue bonds, but not to issue a penny of the bonds of the home and foreign market. It is intended to sell the bonds in America, but he had no recommendations to make to the Congress.

Ex-Governor Anthony asked how long it would take to finish the work with the funds on hand, and Mr. Miller replied that it would take about five years.

Hon. J. L. Torrey, of St. Louis, was next introduced and delivered an address upon the demand of the world for the canal, the convention adjourned until to-morrow.

AN ANONYMOUS REFORMER. Sends a Threatening Letter to Controller Morrow About Each's Hill. Controller Morrow received a strange letter yesterday from somebody afraid to sign his name and who, to prevent his identification being recognized, printed the communication. The writer threatened the Controller and sarcastically called him "official." The letter is as follows: Mr. Morrow—Bro. Booth says you, Brown, Moreland, have agreed that Each's Hill shall not be assessed and that it shall be assessed as a pasture field. We have gone to the Assessor's office many times to ask about it and get no satisfaction. Film & Booth are the ones who are doing this. You don't do it, look out for the newspaper notices on the Reform (?) Controller.

THE LETTER DID NOT STATE, the Controller, nor will he lose any sleep over it. The property was set aside by ordinance as a pasture field for horses employed in the Department of Public Works. However, the Controller intends to look into the matter and see if it is true that brick are being made and lots being sold on that portion set aside by the ordinance. He does not think this to be a case of fraud, but thinks the anonymous epistolary compiler, except "Taxpayer," is misinformed as to the facts.

Centenared the Child's Parents. Coroner McDowell held an inquest at Bradock yesterday afternoon on the death of Charles Groth, aged 5 years, killed there Tuesday night by an electric car. The testimony showed that the child and his sister, one year older, were attracted by a brass band on the street, and asked their parents to allow them to go to the corner to see the parade pass by. The child spied his older brother across the street, and started to run to him just when the car was ten feet away, and before the car could be stopped was struck, run over and crushed. The verdict was accidental death, the motion was exonerated, and the parents of the child were censured for neglecting to properly look after the child before the accident happened.

LONDON'S GAS LIGHT.

The Coke Kings Fear Not Rivals in Dispersing Darkness.

THE ENORMITY OF THE SUPPLY.

Immense Plants Necessary to Fill the Fluctuating Demand.

NO SMALL POTATOES OF RESOURCES

The Gas Light and Coal Company is the best-abused institution in London. As Secretary to the company, Mr. Orrell Phillips naturally gets most of the abuse. Yet he takes it like the humorous philosopher that he is. "Grasping monopolists, whose only thought is to plunder the public, to do so, they will do anything. I have seen that description of it in the newspapers before now. How illogical some people are! Nine hundred and ninety-nine in one thousand customers who write to me, in complaint or in abuse, tell me that if my company won't do this, that or the other, they will transfer their custom elsewhere—perhaps to the electric companies; and yet the 999 denounce us as monopolists. How can we be the monopolists of light supply in London if those furious letter-writers can take their custom elsewhere?"

The gas kings have rivals, says Light and Power, but Mr. Orrell Phillips fears them not; the competitive plan of existence, as viewed from the Horseferry road, bears for him a most cheerful aspect. He begins by making short work of a general misconception. "The effect of London fog upon gas consumption," you say, "is a far greater influence is temperature." A moment's reflection explains this—as gas is a heating and cooking agent is making great progress; the time when gas was used only to give light is dead and gone. The fact that the consumption of gas is more affected by temperature than by darkness is a revelation of a new change in social habits. But let us hear Mr. Orrell Phillips.

For Increases the Consumption. The change in temperature alone would have led to an immense increase in the consumption of gas, but to this cause was added the black fog. Here Mr. Phillips paused as if he had something startling to say. "The public supposed we should be used up in three days; hal! hal! the public didn't know better. In former years we had fogs as thick and black as those of late, but they only lasted a day or two; this fog lasted six days, and my company successfully bore the enormous strain upon it. Last Thursday's consumption of gas was the greatest for any single day in the company's history. Can you guess what it was?"

"I cannot; I have not the remotest idea." Again Mr. Phillips paused. "128,000,000. Can you realize that?" I really could not. It was to see the man who could; 128,000,000 of gas, but it is like being lost in the twilight. Let me put it in my way. On that historic Thursday the company manufactured as much gas as would form a column 24,242 miles high and 11 acres in diameter. The height of the column would be about equal to the circumference of the earth. It was the output of the company's 11 monster stations; nor was the Horseferry Road Company the only gas company at work on that dismal day, though it was, in fact, by far the largest. Five millions of human beings creeping, crawling, blinking, coughing, feeling their way, and missing it, underneath their brown-black, poisonous "counters" and "gas" and "fog" and "greasies"; and most crowded spot of its size in this world—and ordering from one of several companies 24,000 miles of gas for a single day's necessities—such is the picture which the statistics of that day present to the mind. Can the gentle reader rise to the level of the conception?

Fluctuations That Are Tremendous. "I have told you," said he, "what we did on that black and cold Thursday. Now I shall tell you what we did yesterday, the 20th of December. It was a dark day. Our output was 80,000,000—48,000,000 less than black Thursday! What caused that stupendous difference? Why, the difference in temperature. Yesterday was a warmish day."

"Most astonishing, Mr. Phillips; you must have a little in reserve to withstand such tremendous fluctuations." "That we have—we, whom the public and the journalists call grasping monopolists, living by public plunder—at every one of our 11 stations is kept a great quantity of reserve plant and fuel in readiness for emergencies which may or may not come in six, seven, eight or nine months. One-half of our output is reserved, and the other half is never used except in emergencies. We burned 13,000 tons of coal on black Thursday—what do you think of that? We burn 2,000,000 tons a year. In the way of fuel we have a reserve of coal on our reserve stores; not an ounce of coal could we land from our fleet of ships in the river. During the fog week there were 11 or 12 of the company's colliers in the Thames—some of them carrying as much as 2,000 tons. But they dared not move from midstream to the wharfs and piers. If they moved they might see their way. They could only feel their way. [Fancy a pilot seeing his way? Fancy a pilot feeling the pilot's cheek, to find out if the pilot saw the joke.] "In a fog," says Mr. Phillips, "the river is always darker than the streets. You see that we were pretty well prepared for all these things, and we are not satisfied. London is growing, so is London's smoke and fog. Supposing we had a black fortnight, and our ships dared not move. That would be awkward."

Resources That Are Not Small Potatoes. "It would." "And therefore I am asking my company for extra plant—three gas holders—at one of our stations, and an putting the matter before them to-morrow. Here are the estimates. What do you think they amount to? Guess." "I could only guess that a person who turned out 24,000 miles of gas a pinch would refuse to look at anything under five or six figures; to a man who (geometrically speaking) holds three-fourths of London, 3,000,000 and some odd thousands of us in the hollow of his hand, an operation which would far exceed the amount of the ordinary necessities of the ordinary financial humdrum must appear trifling.

"How much?" said I. "Two hundred and twenty-five thousand pounds—475,000 acres—was last day's supply of the company's 11 stations with three gas holders, which are partly to be kept in reserve for some such visitation as last week's fog!" "Well, you people go to work royally." "We do. The demands upon our resources are increasing. We must go on. We cannot stop."

"Certain," Mr. Phillips, all you have been telling me must strike the imagination of the London public. What other concern in the world save your own, can in the short space of 24 hours turn out as much gas as (if it were reserved in a single feat) would put a ring round the world? But it is not possible that the gas kings, like other kings and princes of the earth, have their day? Great is the gas report, Mr. Phillips, but is not the drama greater? Do you not fear the electricians? Will they not put out the 7,000,000 gas burners

of London, and make short work of your dividends?"

Not Afraid of the Electricians. "Fear the electricians! Rob us of our customers! O-oh! We are not afraid. I'll tell you by and by who our most serious rival is. I dare say it will amuse you. But as for the electric light, it is not in the least; and it won't. You will be surprised at the real facts of the case. You know that Sir Coutts Lindsay some eight years ago introduced distributive electric lighting into London. He made his station in Bond street. Well, two or three years ago, as I was walking down Bond street, I was struck with the prevalence of electric lighting in the shops. We had (as we still have) a light man; but he had his station in Bond street. So it occurred to me to compare our receipts from Bond street before Sir Coutts Lindsay put up his electric machinery with our receipts four years after. I found that at the earlier period our receipts from Bond street were £7,200, and at the later period £7,800.

"I do not deny that we have lost customers in Bond street. What I say is that our receipts from that street have risen in spite of the competition from electricity. The fact is, that a great many business people in Bond street, and everywhere, put up their electric lights as an advertisement. Smith electrics is a constant doer in this kind of it, too; and Brown over the way won't stand having the shine taken out of him by his rivals. That's one point. Here's a second—the back parts of those shops whose fronts are so brilliantly lighted by gas lamps are lighted by gas—don't forget what I have said about advertisement. The electric light throws strong shadows, and these are bad for workers; therefore, in the back premises where work is done, gas is still used."

Coke Men Are Going to Bale the Day. So far Mr. Phillips. I reproduce his statement as faithfully as I can. I do not agree with it fully. I might have said a great deal in illustration of the enormous benefits of the electric light. But my business is to hear what Mr. Phillips had to say about gas.

"Yes, and here's another point for you. You are told about the great number of West End mansions which are fitted up for those that are not satisfied with a gas never used in those mansions. Wax candles were burned, not gas. So that, as far as these mansions are concerned, we have not lost any customers."

"Take the half year which ends to-day, the last day of 1891. In the summer months of this half year the weather has been rather like that of spring. Consequently, there has been little fluctuation in consumption. For the first part of the year, coal consumption proceeded on a level line. In October it began to decline, and the total decline has greatly exceeded that of the corresponding period for 1890, which was a cold season. But let us turn to the winter. Frost came upon us all of a sudden, and up went the demand upon us at a bound."

THE DISCOVERER OF THE PIGMIES.

Challiee Long, of Gordon's Staff, Thinks He Has Proved His Claim.

CAIRO, Feb. 12.—Challiee Long, who is here and who claims to be the first discoverer of the African pigmies, is much elated over a find which he believes will establish his title beyond peradventure. It may be remembered that he claimed, when Gordon's chief of staff in the Sudan in 1875, to have discovered the pigmies of equatorial Africa, and to have brought down with him the little Princess Tiki-Tiki, three feet high, who was given by her father, the Sultan, and Stanley had a lively controversy, Stanley claiming that Long had not made the discovery at all, and Long making similar assertions in regard to Stanley. Further, Stanley said Long had no proof. Long had given his Tiki-Tiki to Ismail's harem, and could never get sight of her.

Mr. Anderson, the American Consul General here, officially asked that she be found, in order that a wax model might be made of her as an American discovery for the Chicago Fair. The foreign officer reported that there was only one dwarf in any of the present Prince's harems, and a model of her was submitted, which showed that it was not Tiki-Tiki, but Dr. Morrison, who had charge of Consul Anderson during his recent illness, reported that he had seen the little Princess in one of the Khedivial harems, where he was rendering professional service, and that she is still living. So Long is triumphant, and even thinks Tiki-Tiki may yet go to Chicago.

No saintly name, no foreign claims, has Salvation Oil, the great American remedy, but the price is only 25 cents.

ALL RECORDS BROKEN

To-Day—Our Great \$7 25 Men's Suit Sale—See Samples in Our Show Windows—F. C. C. Clothiers.

To-day another hummer. An army of men's suits at \$7 that never was equaled. You are never disappointed when you call at our store. Here's our liberal offer for to-day: You make your own selections from \$14, \$15 and \$18 pin checks, small checks, narrow and wide waives, plaids, herringbone, and all the latest patterns, cross bars, broken stripes, plain black cords and hair lines for \$7 25. These men's suits are made in sack and cutaway style. Bound or plain, just as you prefer. Each garment exactly as represented. The earliest customers get choice of the best patterns. No blow or brag, but a solid, indisputable fact that these suits are the best value ever offered.

F. C. C. Clothiers, corner Grant and Diamond streets.

Mandolin, Guitar and Banjo Music. At H. Kleber & Bro.'s music store, No. 506 Wood street, you will not only find a large assortment of the celebrated Washburn mandolins and guitars, and the Stewart, Fairbanks & Coie, and Kleber specialties banjos, but also the latest music and books for these popular instruments. Kleber Bros. are also constantly receiving the latest songs and piano music. American guitars warranted from \$6 50 up; mandolins warranted from \$7 50 up, and banjos from \$3 up. Tuning, repairing and polishing of pianos a specialty.

I have just received a copy of a very old French paper. This paper has been on the ball of the Endicott mansion for the past 50 years. It is an extra wide paper, and a masterpiece both in design and coloring. It is a masterpiece of the art of printing. 719 and 721 Liberty street (head of Wood).

Spring Dresses. We are now receiving new costumes for early spring wear. PARCELS & JONES, 719 and 721 Liberty street, (head of Wood).

CALL and see the hollyhock frize. It is very wide and its brilliancy of color wonderful. JOHN S. ROBERTS, 719 and 721 Liberty street, (head of Wood).

TIN PLATERS' WAGES

Settled On at a Meeting of the Manufacturers' Association.

THE PRESENT DUTY SUFFICIENT,

And an Increase Has Neither Been Demanded Nor Desired.

PROGRESS OF THE NEW INDUSTRY

A called meeting of the Tin Plate Association was held at the Monongahela House yesterday. About 20 manufacturers, representing 16 firms, were present. At the morning meeting a committee was appointed to prepare a scale of wages for labor in the tin shops. It was decided to pay the tin and wash men 12 cents per box, the cradle boys 4 cents, cleaners 3 cents, dusters 2 1/2 cents. Secretary Britton explained that these wages are double the foreign rates.

A number of other subjects of interest to the trade were discussed. The selling terms were agreed upon between employer and employee. The Welsh manufacturers do not sell on time. They demand immediate payment with 4 per cent off. The Board of Managers was instructed to confer with the Iron and Steel Sheet Association about the expediency of hiring a secretary in common for both organizations. As their interests are almost identical the chances are this will be done.

Wages for Skilled Workers. The question of wages for the skilled mechanics has been left with the sheet iron men, who will arrange a scale with the Amalgamated Association in June. Mr. Cronmeyer said at present that each firm hires its own men, and the rate of wages is agreed upon between employer and employee. When the business is established, a scale will have to be arranged. The manufacturers think that the sheet iron men are best posted on the wage problem, and for this reason it has been referred to them. The wages paid in Wales are known, but they will not be used as a standard.

A resolution was unanimously adopted declaring that the manufacturers are satisfied with the present tariff, and they think it is adequate for the purpose of protection. Mr. Cronmeyer said the resolution was passed to silence the tin plate liars who have been claiming lately that the manufacturers wanted a higher rate of duty. "These reports are circulated," he continued, "to bring the business into disrepute. We want the truth told, and we do object to being constantly misrepresented. I have also heard it said in some quarters that there is considerable sympathy among the manufacturers about starting up. This is a great mistake. Some people think because the discussions are not kept up in the newspapers that the tin plate business has died out. It is not so. The tariff bill was passed and the new paper alone, and instead of making a great stir have been at home building plants. They can't be built in a day or a summer as some imagined at the start. It takes time to get the machinery made and put in position. It is true block plates are scarce, but that is our business, to make them. This is what we are trying to do."

Growth of the American Industry. L. R. Coates, of Baltimore, said the public would be surprised to know what has been done. He remarked that at the end of the year the American output would be 2,000,000 boxes, and that in a short time this amount would be increased to 4,000,000. The tin plate men will have an easy time meeting the requirements of the market, which specifies that one-third of the product consumed in the United States must be made here at the end of five years. Mr. Coates added that the business is in the experimental stage, and after the tariff bill has been passed he will be in a position to try in trying to determine on the best methods and machinery. The manufacturers are willing to help each other, and nothing is concealed. Plans of the mills are "counted out" and let into the hands of the manufacturer who think of going into the business all the information possible. In some plants two trains of rollers have been placed, while some men think the one train is the best.

Secretary Britton stated that 14 mills are now in operation, and 18 are under construction. In the aggregate 55 trains of rollers will be in operation when all the plants are completed. The capacity of the mills per year will be 70,000 tons.

All the Comforts of Home. Did you see it? Isn't it one of the most sparkling comedies you ever saw? It is no comedy even if it is one of the greatest comforts of home. We mean Camellia flour. As the housewife's friend of baking day it has no equal.

WASH WRAPPERS. We Offer This Morning About 1,000 Wrappers at Very Attractive Prices. In best print, fancy chocolate, Indigo blue and other good colors at \$1, \$1 25, \$1 50 and \$2 each. In gingham, best style of stripes, \$1 75 each. Egyptian cloth teagown shape, \$3. See these to-day on first floor of cloak room. J. Penn Avenue Stores.

Neuralgia Cured in Fifteen Minutes. Mr. J. S. Sturtevant, editor of the Wau-paca (Wis.) Post, says: "Last night Chamberlain's Pain Balm cured my wife of neuralgia of the face and tooth in 15 minutes. We would not be without it." 50-cent bottles for sale by druggists. TTSU.

BIQUE OF BEEF herbs and aromatics, a vegetable tonic, cures dyspepsia.

If You Never Have tried Camellia flour you certainly have made a mistake. A few flour may be as good—we doubt it—but none are better. Then, too, it is made in Pittsburg, and should have the preference with local housewives, don't you think?

Pianos, Organs, Music Cabinets, Stools and Covers. The only things we sell. Nothing not first-class. Hardman, Krakauer, Vose pianos; in organs more makes than we can enumerate. Been in the business over 60 years, and know what is good and what is not. Do you know as much? If not, when you want a piano or organ you had better call on us. We'll treat you right. That's the secret of our phenomenal success. Call at our warerooms and spend a delightful half hour listening to our self-playing Eolian. Easy monthly payments taken on all our goods. If you so desire.

MELIOR & HORNE, "Palace of Music," 71 Fifth avenue.

REAL ESTATE SAVING BANK, LHM. 401 Smithfield Street, Cor. Fourth Avenue. Capital, \$100,000. Surplus, \$75,000. Deposit of \$1 and upward. Interest allowed at 4 per cent. TTS

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES. JANUARY 1, 1892.

Table with financial data: ASSETS \$136,198,518.38; Liabilities, including the Reserve on all existing policies (4 per cent Standard) and Special Reserve (toward the establishment of a 3 1/2 per cent valuation of) \$1,500,000; Total Undivided Surplus \$26,292,980.56; Income \$39,054,943.85; New Assurance written in 1891 233,118,331.00; Outstanding Assurance 804,894,557.00.

The Free "Tontine" policy (the Society's latest form) is UNRESTRICTED as to residence, travel and occupation after one year; INCONTINGENT after two years, and "NONFORFEITABLE" after three years. Claims are paid immediately upon the receipt of satisfactory proofs of death.

HENRY B. HYDE, President. JAMES W. ALEXANDER, Vice-Pres't. EDWARD A. WOODS, Manager, 516 Market Street, Pittsburg.



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Advertisement for Night Shirts. AT 38 CENTS, Worth 50 cents. AT 48 CENTS, Worth 63 cents. AT 50 CENTS, Worth 75 cents. AT 63 CENTS, Worth 88 cents. AT 75 CENTS, Worth \$1.00. AT 85 CENTS, Worth \$1.13. AT 98 CENTS, Worth \$1.25. AT \$1.25 WORTH \$1.50.

FLEISHMAN & CO. 504, 506 and 508 MARKET STREET.

W. M. LAIRD, 438 and 435 Wood St. Wholesale and Retail. 106-108-110 Market St. LARD'S FINE SHOES. \$2, \$3, \$4, \$5. EVERY PAIR WARRANTED SATISFACTORY.

DR. THOMAS' EMULSION OF PURE FISH LIVER OIL WITH HYPOPHOSPHITES. WHAT IT WILL DO. IT WILL POSITIVELY CURE. 10 to 15 Minutes. 20 to 30 Minutes. 30 to 40 Minutes. 40 to 50 Minutes. 50 to 60 Minutes. 60 to 70 Minutes. 70 to 80 Minutes. 80 to 90 Minutes. 90 to 100 Minutes. 100 to 110 Minutes. 110 to 120 Minutes. 120 to 130 Minutes. 130 to 140 Minutes. 140 to 150 Minutes. 150 to 160 Minutes. 160 to 170 Minutes. 170 to 180 Minutes. 180 to 190 Minutes. 190 to 200 Minutes. 200 to 210 Minutes. 210 to 220 Minutes. 220 to 230 Minutes. 230 to 240 Minutes. 240 to 250 Minutes. 250 to 260 Minutes. 260 to 270 Minutes. 270 to 280 Minutes. 280 to 290 Minutes. 290 to 300 Minutes. 300 to 310 Minutes. 310 to 320 Minutes. 320 to 330 Minutes. 330 to 340 Minutes. 340 to 350 Minutes. 350 to 360 Minutes. 360 to 370 Minutes. 370 to 380 Minutes. 380 to 390 Minutes. 390 to 400 Minutes. 400 to 410 Minutes. 410 to 420 Minutes. 420 to 430 Minutes. 430 to 440 Minutes. 440 to 450 Minutes. 450 to 460 Minutes. 460 to 470 Minutes. 470 to 480 Minutes. 480 to 490 Minutes. 490 to 500 Minutes. 500 to 510 Minutes. 510 to 520 Minutes. 520 to 530 Minutes. 530 to 540 Minutes. 540 to 550 Minutes. 550 to 560 Minutes. 560 to 570 Minutes. 570 to 580 Minutes. 580 to 590 Minutes. 590 to 600 Minutes. 600 to 610 Minutes. 610 to 620 Minutes. 620 to 630 Minutes. 630 to 640 Minutes. 640 to 650 Minutes. 650 to 660 Minutes. 660 to 670 Minutes. 670 to 680 Minutes. 680 to 690 Minutes. 690 to 700 Minutes. 700 to 710 Minutes. 710 to 720 Minutes. 720 to 730 Minutes. 730 to 740 Minutes. 740 to 750 Minutes. 750 to 760 Minutes. 760 to 770 Minutes. 770 to 780 Minutes. 780 to 790 Minutes. 790 to 800 Minutes. 800 to 810 Minutes. 810 to 820 Minutes. 820 to 830 Minutes. 830 to 840 Minutes. 840 to 850 Minutes. 850 to 860 Minutes. 860 to 870 Minutes. 870 to 880 Minutes. 880 to 890 Minutes. 890 to 900 Minutes. 900 to 910 Minutes. 910 to 920 Minutes. 920 to 930 Minutes. 930 to 940 Minutes. 940 to 950 Minutes. 950 to 960 Minutes. 960 to 970 Minutes. 970 to 980 Minutes. 980 to 990 Minutes. 990 to 1000 Minutes. 1000 to 1010 Minutes. 1010 to 1020 Minutes. 1020 to 1030 Minutes. 1030 to 1040 Minutes. 1040 to 1050 Minutes. 1050 to 1060 Minutes. 1060 to 1070 Minutes. 1070 to 1080 Minutes. 1080 to 1090 Minutes. 1090 to 1100 Minutes. 1100 to 1110 Minutes. 1110 to 1120 Minutes. 1120 to 1130 Minutes. 1130 to 1140 Minutes. 1140 to 1150 Minutes. 1150 to 1160 Minutes. 1160 to 1170 Minutes. 1170 to 118