

# IT IS QUITE NEW.

The Allegheny and Manchester Street Railway to

## ALTER ITS MOTIVE POWER.

No Cable, No Slot Rail and No Overhead Wires Are Wanted.

## EACH CAR RUNS INDEPENDENTLY.

A Combination of a Gas Engine and Electricity the Scheme.

## NEW PLEASANT VALLEY CARS COMING.

The management of the Pittsburgh, Allegheny and Manchester Street Railway Company have about completed their experiments with an entirely new streetcar system, and, from the present indications, the company will put it into practical operation on its lines in a very short time.

It has for a long time been generally known that the company intended to abandon the horses; but what would be the motive power to take the place of horses has always been a matter of conjecture.

One of the directors of the company gave a *DISPATCH* reporter, last night, a detailed description of the new system, which is entirely different from anything that has yet been tried in the way of street car motive power.

"We have made a very careful study of all existing systems of propelling street cars," the gentleman said, "and I believe the one we are going to adopt is the most practicable known to this date. The patent has already been issued for the system. The idea is to propel each car independently, without a cable, without a slot rail, or any overhead wires, or even a central station and power house. The system is simply this: We have

A COMBINATION CAR, of which the one part is occupied by the passengers and the other by the motive power. The latter consists, as the prime mover, of a gas engine, tanks filled with condensed gas, and a dynamo. The electric motor, however, will be placed under the second part.

"Now, as to the working of the system: The tanks are filled with a sufficient amount of condensed gas to keep the engine supplied for 15 or 15 hours. This will assure us a continuous running of the car without any delay or stoppage. You can therefore readily understand that the entire system is very simple. The little gas engine in the front part of the car is connected with the dynamo, and the dynamo with the motor; so we have everything just exactly where it is wanted."

"Each car will be fitted up in the same manner, and run independently. All that is required is a filling of the tank in the morning before the cars start out, and then they will run for the whole day without interruption.

THE MANY ADVANTAGES of the system are too apparent to require much explanation. First of all we can put new cars right on the old tracks. Thus we avoid the enormous expense connected with a cable road, as well as the iron poles and the overhead wires of the electric roads. The latter item is a great mistake anyhow, because it will not be very long until that system has become antiquated, for the reason that it will not allow wires to be strung along the popular thoroughfares."

"But how many men will it take to attend to each of your new cars?"

"Only two, the same as now. We do not want an engineer, because the engine runs by itself all day long; we only require a brakeman and a conductor."

"But how will those cars be in the matter of safety?"

"They can be made to go just as fast as we want them to, and as we are allowed to; and up grade or down a hill they can be handled as easily as you please."

"When will the first car arrive here?"

"I am sure to give you all positive information about the night of next week, however, that we will manufacture our own gas to supply the tanks. The system, as far as I know about any existing streetcar system, is the cheapest, the safest and the most advantageous."

## ELECTRIC CARS ORDERED.

The Pleasant Valley Line to Use the Sprague Electric Motor.

The Pleasant Valley Street Railway Company yesterday closed a contract with the Sprague Electric Railway and Motor Company for 25 new and novel cars with complete station equipment.

Messrs. Stern & Silverman state that the iron poles and the overhead wire rods in this connection will be of the latest improvements.

## SOME OF THE DELEGATES.

Brewers Who Will Go to the National Convention at Niagara Falls.

The list of brewers who will attend the National Convention, to be held at Niagara Falls, beginning Tuesday next, has not been completed; but the following said they would go, for a certainty:

Theodore Strahl, Harry Dennis, W. Eberhardt, John Hammel, Joseph Brueuing, Mr. Vilcek and Mr. Winter.

Aside from the discussion and formulation of plans to defeat the Pennsylvania amendment, there will be little business transacted, as it will be left to the delegates. The delegates will leave in a special Pullman palace car, Monday evening, and go via the Allegheny Valley Railroad.

## NO VERDICT FROM THE DIRECTORS.

An Opinions Expressed. However, That Uncle Sam Will Get Dam 7.

The directors of the Monongahela Navigation Company, who met on Wednesday and discussed the award of the Board of Viewers who condemned lock No. 7, have not come to any conclusion respecting the acceptance or rejection of the decision, but have called another special meeting. Those seen last night, Messrs. Allore and Logan, had but little to say.

Mr. Riddell, one of the heaviest stockholders, discussed the situation to some extent, but he did not give any pronounced views regarding it.

One stockholder stated that he thought the award would be accepted, though he did not admit that it was satisfactory.

The Wires Were Crossed. The electric light wires came in contact with the police telephone wires on the Southside last night, and the force of the current was so strong that the Gamewell police telephone instrument in the Twenty-eighth district was completely cut out in a few minutes. The wires did not cover shortly after, and the electric light company cut off its current in time to save the instruments in the other station house.

## FOLLY OF FORMALITY.

Rev. George Hedges Sails into the Organ Diptie—An Episcopalian Hobby Also—His Dedication Sermon.

The beautiful Church of the Ascension, on Ellsworth avenue, near Neville street, was consecrated yesterday by the Rt. Rev. Cortland Whitehead, Bishop of the diocese, including the new rector, Rev. R. M. Granger, of Steubenville, several of whom assisted in the interesting services.

The sermon was preached by Rev. George Hedges, and, in many of its points, was intensely practical. He took for his text Acts 1:8, "Ye shall be witnesses of me." He said:

The Master stood with His disciples upon the mount of the ascension. The hour of His departure was at hand. Henceforth He would be with them, but not in the old familiar way. They were to be His witnesses, but not in the same way as before. He wanted to tell them all the help He could, with what gracious, helpful, inspiring speech could He leave them? What last word could He say? What He said was this: "Ye shall be witnesses unto Me."

Here were the witness facts: They were witnesses to important facts about Christ. It concerned both Christian believing and Christian living. We meet here upon Ascension Day to open in the name of Christ a church whose title is taken from this day. What question can we possibly ask of the Master? What shall a parish do to have its witness most efficiently? It must be constrained by the love of Christ. It must be a personal love; not with any metaphysical doctrine, nor with any ecclesiastical method of approval.

For "Will the list of assessments be given out for publication?" Mr. Case was asked.

"No, sir; I think the board will act as last year," was the reply, "and refuse to give them out. Last year they were given out to the City Treasurer, and it is likely that he will do so this year."

"Where presumably excessive assessments have been made, have merchants made appeals, showing their actual business of the past year?"

MR. WHO WON'T KICK.

"Well, generally, they have, where we have exceeded the actual business of firms; but many have failed to make response to the notices sent them of the assessment, which indicates that in such cases the assessments were not excessive. In other words, a man assessed at \$50,000, and doing a business of \$75,000, is not 'kicking'."

"Is it not a fact that some merchants are willing to pay beyond what they would be legally required to do, with a view of bolstering their business and their credit?"

"Well, yes; it is so said that some merchants are willing to be overtaxed with probably such a view in mind. I regret that there is a necessity of a business tax at all, for the reason that it is nearly as odious and unfair as an income tax. I do most decidedly object to the publication of business returns or assessments. It was hoped that the large increase valuation upon property would count you out, but the new city charter, which would enable the Finance Committee of Councils to abolish the business tax."

"Now, Mr. Case, one reason of the call upon you is that it is reported that business firms will not, or cannot, content themselves to be bound together to do this Christlike work. There is danger of too elaborate and complicated machinery. It may be helped by literary, artistic, technical, and reading rooms, by benevolent associations and reading rooms. But these may also injure by catering to the poor, the ignorant, the uneducated Christians and love the Master, these things will all draw us nearer together, and we shall be true witnesses for Him."

## THE CABLE LINES' BONANZA.

What It Costs in Car Fare Alone to Mourne at Small Cities.

The memorial exercises at Allegheny Cemetery yesterday were a bananza for the Citizens' Traction Company. From 29,000 to 30,000 fares were collected, according to the estimates of the different conductors.

The East Liberty division was running 28 cars (more than last Saturday, and five extra for the day). The usual average patronage for the cars, previous to last Saturday, with 18 cars, was about 400 fares per day for each car, making 7,200 fares per day on the East Liberty division. Yesterday the average was over 500 per car, and this, with 28 cars, brings the number up to 14,000 fares.

The witness will be borne by work. It will be up to us to do this Christlike work.

There is danger of too elaborate and complicated machinery. It may be helped by literary, artistic, technical, and reading rooms, by benevolent associations and reading rooms. But these may also injure by catering to the poor, the ignorant, the uneducated Christians and love the Master, these things will all draw us nearer together, and we shall be true witnesses for Him."

## WHAT IT COSTS IN CAR FARE ALONE TO MOURN AT SMALL CITIES.

The memorial exercises at Allegheny Cemetery yesterday were a bananza for the Citizens' Traction Company. From 29,000 to 30,000 fares were collected, according to the estimates of the different conductors.

The East Liberty division was running 28 cars (more than last Saturday, and five extra for the day). The usual average patronage for the cars, previous to last Saturday, with 18 cars, was about 400 fares per day for each car, making 7,200 fares per day on the East Liberty division. Yesterday the average was over 500 per car, and this, with 28 cars, brings the number up to 14,000 fares.

The witness will be borne by work. It will be up to us to do this Christlike work.

There is danger of too elaborate and complicated machinery. It may be helped by literary, artistic, technical, and reading rooms, by benevolent associations and reading rooms. But these may also injure by catering to the poor, the ignorant, the uneducated Christians and love the Master, these things will all draw us nearer together, and we shall be true witnesses for Him."

## WHAT THEY WILL TAKE UP.

The State Medical Society Has an Inter-state Program.

Dr. W. B. Atkinson, Secretary of the State Medical Society, and wife are at the Monongahela House. The meeting of the society will be held next week, all the preparations having been made.

The convention caused a quarrel, and a fight ensued, in which Mrs. Levy's husband was injured. After the battle Miss Goldsmith lodged an information against Mrs. Levy before Alderman Reilly, charging her with assault and battery. She claimed she was not guilty, and that her husband had hit her on the arm.

Miss Novinsky also sued Mr. Levy for assault and battery. Mr. and Mrs. Levy were arrested and held in bail for a hearing tomorrow.

While Mrs. Levy was informed that she would have to go to jail if she could not get bail, she became hysterical and called for a revolver to shoot herself. She was controlled with difficulty by those in the Alder- man's office.

When the couple finally secured bonds, they proceeded to Alderman Reilly's office, where Mr. Levy charged Miss Novinsky and Miss Goldsmith with the laying of the articles mentioned, and also with assault and battery on himself and his wife. Warrants were issued.

## WHAT THEY WILL TAKE UP.

The State Medical Society Has an Inter-state Program.

Dr. W. B. Atkinson, Secretary of the State Medical Society, and wife are at the Monongahela House. The meeting of the society will be held next week, all the preparations having been made.

Some of the papers to be read are as follows:

"Address on Medicine," Dr. T. C. Wilson; "Address on Hygiene," Dr. T. J. Mayes; "Address of Measures Over Medicine," Dr. J. M. Anderson; "Address on Therapeutics," Dr. S. S. Cohen; "Address on Surgery," Dr. J. B. Roberts; "Pneumonia," Dr. James Tyson; "Ventilation of Cities," Dr. J. M. Anderson; "Address in Mental Diseases," Dr. Charles Bennett; "The Typhoid Fever," Dr. J. O. Jones.

Next Tuesday evening Dr. Murdoch, the President, will deliver his annual address in the Bijou Theater. During the session a number of committee reports will be made.

## NOTES AND NOTICES.

Many Matters of Much and Little Moment Tenuously Treated.

IT RAINS A SOUP TO WASH THE FLOWERS.

The rain is a great mistake anyhow, because it will not be very long until that system has become antiquated, for the reason that it will not allow wires to be strung along the popular thoroughfares."

"But how many men will it take to attend to each of your new cars?"

"Only two, the same as now. We do not want an engineer, because the engine runs by itself all day long; we only require a brakeman and a conductor."

"But how will those cars be in the matter of safety?"

"They can be made to go just as fast as we want them to, and as we are allowed to; and up grade or down a hill they can be handled as easily as you please."

"When will the first car arrive here?"

"I am sure to give you all positive information about the night of next week, however, that we will manufacture our own gas to supply the tanks. The system, as far as I know about any existing streetcar system, is the cheapest, the safest and the most advantageous."

## ELECTRIC CARS ORDERED.

The Pleasant Valley Line to Use the Sprague Electric Motor.

The Pleasant Valley Street Railway Company yesterday closed a contract with the Sprague Electric Railway and Motor Company for 25 new and novel cars with complete station equipment.

Messrs. Stern & Silverman state that the iron poles and the overhead wire rods in this connection will be of the latest improvements.

## SOME OF THE DELEGATES.

Brewers Who Will Go to the National Convention at Niagara Falls.

The list of brewers who will attend the National Convention, to be held at Niagara Falls, beginning Tuesday next, has not been completed; but the following said they would go, for a certainty:

Theodore Strahl, Harry Dennis, W. Eberhardt, John Hammel, Joseph Brueuing, Mr. Vilcek and Mr. Winter.

Aside from the discussion and formulation of plans to defeat the Pennsylvania amendment, there will be little business transacted, as it will be left to the delegates. The delegates will leave in a special Pullman palace car, Monday evening, and go via the Allegheny Valley Railroad.

## NO VERDICT FROM THE DIRECTORS.

An Opinions Expressed. However, That Uncle Sam Will Get Dam 7.

The directors of the Monongahela Navigation Company, who met on Wednesday and discussed the award of the Board of Viewers who condemned lock No. 7, have not come to any conclusion respecting the acceptance or rejection of the decision, but have called another special meeting. Those seen last night, Messrs. Allore and Logan, had but little to say.

Mr. Riddell, one of the heaviest stockholders, discussed the situation to some extent, but he did not give any pronounced views regarding it.

One stockholder stated that he thought the award would be accepted, though he did not admit that it was satisfactory.

The Wires Were Crossed. The electric light wires came in contact with the police telephone wires on the Southside last night, and the force of the current was so strong that the Gamewell police telephone instrument in the Twenty-eighth district was completely cut out in a few minutes. The wires did not cover shortly after, and the electric light company cut off its current in time to save the instruments in the other station house.

## THE QUEER FIGURES.

Business Firms Ready to be Assessed High on a Business Tax

There May be a Shortage in the Total Tax When it is Collected.

THE LISTS WILL NOT BE PUBLISHED

## CROWNING WITH SUCCESS.

St. Mark's Guild House Was Formally Opened Last Night—H. L. Gourley and Prof. Brashears Made Addresses.

St. Mark's Guild House on South Eighteenth street was formally opened last night. The exercises were to have been held in the open air, but the rain prevented it. The people adjourned to the assembly.

After singing by the choir, Mr. H. L. Gourley was introduced. He spoke of the value of training young people physically, intellectually and morally. He complimented the people on the compilation of the house, and regretted that such a building was not attached to every church.

This letter of regret from Andrew Carnegie was next read:

PITTSBURG, May 16, 1889.  
I am exceedingly gratified at the kind invitation you give me, but unfortunately my duties call me to the other side before the date named. I will not fail to make the greatest interest in body, I will not fail to make the greatest interest in the success of your good work, and some day shall expect