

STILL SUSPENSE. Another Day of Conferences in the Railroad Middle.

THE MEN STANDING FIRM. And the Companies as Positive in Their Position.

PENNSY OFFICIALS CONSULTING.

From the progress made by the switchmen's committees and the railway officials yesterday, it is impossible to see whether or not the end is near, and that business men may disperse all fears of experiencing the disastrous effects of a general tie-up.

As announced in yesterday's DISPATCH, committees from the various roads called upon their respective superintendents yesterday, and discussed the situation in all its phases, and endeavored to secure a statement from the companies as to whether or not they would accept the propositions made.

The conference was a secret one and lasted until 6 o'clock. It was denied by the clerks in Mr. Pitcairn's office that a conference was held, but a DISPATCH representative who held a conference with the door of Mr. Pitcairn's office open, and the officials filed out. They scattered, and left the depot in different directions.

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POISON IN THE SOUP.

William Stewart Identified as the Boy Who Purchased the Rough on Rats—Another of the Children Very Ill and Likely to Die.

The inquest in the Stewart poisoning case at McKeesport was continued yesterday by Deputy Coroner Berry. Dr. W. B. Taylor, who held a post mortem, testified that he examined the stomach and intestines of the dead boy, and found them greatly congested and inflamed.

Druggist John D. Edie positively identified William Stewart, a 14-year-old boy, and a brother of the deceased, as the purchaser of a box of rough on rats on Friday morning, and she left home on Friday morning to go to work.

The inquest was adjourned until Thursday to allow the chemists to make their analyses of the soup and the stomach of the dead child, and in the meantime William and Agnes Stewart were committed to jail. No motive for the crime has yet been discovered.

A peculiar feature of the case is the remarkable fact that the child died of the effects of the soup was thrown into a vacant lot, where the chickens and other fowls were fed, and the bodies of both are covered with fiery red blotches.

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ONE MORE GOBBLED.

Pittsburg Swallows the Louisville Street Railway System.

The street railway syndicate which is composed of H. Sellers McKee, of Pittsburg; Murray Vermer, of Buffalo, and E. H. Clark, of Dresden, Morgan & Co.'s Philadelphia banking house, has purchased for \$1,200,000 the entire street railway system of Louisville, Ky.

The street railroads of Louisville are antique in the extreme, and with the exception of those on the downtown streets, are operated in the primitive system. The suburban branches do not extend as far as they could with profit.

The Broadway line and the Sixth avenue line have been great money makers, and the prosperity of the latter dates back to the establishment of the Exposition at its terminus. Several years since the lines all over the city were consolidated, and the equipment was somewhat improved, but rapid transit was apparently unthought of until Messrs. McKee and Vermer took in the situation and its possibilities.

Nearly the entire city has been covered by the single-track system, the city fathers of Louisville having had due respect for the demands of the existing public. The lines are long and straight, and the general idea seemed to be that cars should run out on one street and back on another. The Sixth avenue line is double, as are also the Market and Broadway lines, and a double-track system of double track rails will probably be introduced, and the Sixth Avenue line will be equipped first, and then the other lines will be reorganized, and bonds issued to cover the cost of reorganizing the road. This method has been followed with great success in Buffalo, Rochester, Syracuse and other cities.

Other cities are being looked up by the syndicate. Columbus, O., is offered for sale, and the Adams-Widener syndicate got in first, and now owns the system. Indianapolis was also considered, but since Mr. Harrison went to Washington to see the bottom dropped out of things in the Hoosier capital, and everybody walks to work, "Tom" Lowry, the street car man of Indianapolis, and St. Paul, wanted to sell recently, but the gossip in railway circles was that Mr. Lowry was so much interested in water that he had no time to devote to the "deal" put together.

Mr. Murray Vermer, who has heretofore acted as a broker and appraiser, became a member of the syndicate in the Louisville deal. Pittsburg is the only city in the available list of the country in the hands of her citizens. An enormous deal is now pending, which will be as big as all the rest of the "deal" put together.

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BRIGHT LIGHTS TO BE HERE.

List of Those Who Will Positively Attend the American Club Banquet—The Toasts and Who Will Respond to Them—A Number of Notable Guests.

The list of toasts for the American Club banquet on Saturday night was completed yesterday, the last acceptance coming in. The toasts are as follows:

1. Our Guests—Colonel J. M. Schoonmaker. A hearty welcome only because they came not for it.

2. Our Guests Present—Hon. John Daisell. A general welcome to the night we dedicate to fair content and joy, none here who hope that this noble levy has brought with him. (Care about; we would have all as merry as you, our company, good wine, good cheer.)

3. Grant—Governor James A. Beaver. Our greatest, yet with least pretense Great in council and great in war; the Republican party, and in its own right, Rich in having common sense, and in its simplicity sublime.

4. The Republican Party—Hon. Thomas B. Reed. Reverent of tradition, but not bound by it; respectful of precedents, but not misled by them, the Republican party, and in its own right, Rich in having common sense, and in its simplicity sublime.

5. The New South—Hon. Louis E. McComas. Born of the three or four, but full of hope and faith in the future of the South, and in the Republic of the North.

6. The Young Men of the Party—Hon. Robert W. Taylor. Drawing their inspiration from a heroic past, the young men of the party have the energy, and dash to the party the hope and the promise of the future.

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CLEAR THE STREETS.

War Declared Against All Obstructions on the Sidewalks. AWNINGS MUST BE CURTAILED.

Inspector McAleese is authority for the statement that there will be no suits brought against the residents of the First Police District today, the reports of patrolmen on obstructions found on their beats not being returned until this morning. Inspector McAleese in speaking of the matter last evening said: "We don't propose to be as severe as many persons imagine. We propose to move slowly and cautiously."

The Philadelphia Company has a force of men at work taking up the old Hites gas line on the north side of the Allegheny river. This line was put down about seven years ago, and extended from the Tarenton gas works to the city. The pipes are nearly eight inches in diameter. The line, so far as it extends in the river from a point at Hertz's Island to Pittsburgh, was taken up many years ago, and were reworked at the Hertz tube mill in 1887.

The pipe being taken up now is being carefully handled, and every joint, as it is raised from the ground, is inspected by one of the inspectors to keep the threads from being spoiled. It will be put down again at different places wherever needed.

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THE BRADDOCK AHEAD.

Mr. Gates' Wire Company Wins Another Decision Against Washburn & Moen—How the Local Area Harassed—Its Own Gas Line.

Mr. J. W. Gates, of the Bradnock Wire Company, was a happy man yesterday. His firm had just knocked out the Washburn-Moen monopoly in the United States Court of Oregon. The Washburn people had asked the Court to enjoin Knapp, Burrell & Co., agents of the Bradnock Wire Company from selling their products, on the ground that the Glidden patents were infringed. The Court refused to grant the injunction, as the courts of Iowa and Missouri were already. The Oliver & Roberts Wire Company and the Bradnock people have all along refused to pay the royalty, and hence the litigation. The Washburn-Moen Company has attempted at various times to hamper the Bradnock and St. Louis companies, but so far their work has been in vain.

Mr. John R. Bennett, the New York patent lawyer who fought the suit for the Bradnock people, made a long statement the other day which Mr. Gates indorses. Mr. Bennett said: "The Washburn & Moen combination, instead of bringing suit against the agents of the Bradnock wire company, have seen fit to proceed against dealers and manufacturers of the wire. The Washburn-Moen Company has attempted at various times to hamper the Bradnock and St. Louis companies, but so far their work has been in vain."

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THEY WILL BE PURCHASED.

Mr. Niedringhaus Buys the Monongahela Dams Will Be Bought Finally.

Congressman Niedringhaus, of St. Louis, passed through the city last evening bound for Washington. He speaks with a strong German accent, and is said to pay more attention to his private affairs than the business of the nation. Mr. Niedringhaus is a member of the River and Harbor Committee, and said that the dams on the Monongahela river would be bought out by the Government one at a time. They would have been sold to have appropriated \$200,000 for improvements, he said, but it would amount to the Treasury.

Mr. Niedringhaus said also that the tariff bill would be passed. He talked fluently of the bright prospects before the Western States, and took exception to the statements made by his Democratic colleague, Mr. Hatch, who claimed to have expressed by burdensome taxes on imports. Mr. Niedringhaus insisted that the farmers were getting better prices today for their products than ever before, and their prosperity was due to the tariff.

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