HUSTLE FOR TRADE,

The Street Railway Supply Men Exhibiting Their Goods on a Barge.

THE SHEEP AND THE GOATS

Red and Blue Coat Buttons Used to Distinguish Them.

FIRST TO RUN AN ELECTRIC CAR.

Frank B. Rae Relates His Experience Among the Chinese.

SOME OF THE ELECTRICAL EXHIBITS

The barge at the foot of Smithfield street, in the muddy waters of the Monongahela, is a second Noah's ark, for railway appliances exclusively. If the earth were to be flooded for forty days and forty nights again there would be enough machinery on that barge to stock a good-sized street railway and start out an exploring expedition to collect data with regard to the debris.

To the average citizen who observes things as they appear on the outside a visit to the exhibits of the street railway supply men would be a revelation second only to the proposed Columbian Exposition. Mechanical devices of every description, with names known only to experts, are stored in every corner, nailed against the walls and carried in the pockets of the men who have them in charge. A dozen trucks of different kinds will be whirling their wheels through space to-day, each one with a supply man in charge ready to laud his particular machine to more than perfection and as persistent as a book agent when a street railway magnate is nailed.

A GAUNTLET FOR DELEGATES.

The lives of the delegates will for a few days be sandwiched between pleasure in meeting their fellows and misery in getting away from the man with a patens. The supply men have got cheeks of adamanting and ean roll out descriptions that would make Annias blush. They are loaded to the muzzle with electrical knowl-edge and a stranger would think them a gathering of scientific college professors on a vacation. They wear blue buc-tons on which the letters "A. S. R. A." are inscribed, to be distinguished from the dele-cates, who wear red buttons and the two ses are known among themselves as the sheep and the goats.

The goats are the supply men. They never sleep. On the barge they call attention to the exhibits which are truly wonder-tid. In one part a pile of belting, three feet wide and a third of an inch thick calls at-tention to the fact that electricity is an untwiled power. Directly facing it is a coil fearthen pipes, in which steam can be atled for heating purposes and saved for

Two seen hot stuff bottled before, but that knocks whisky clear out," remarked one observer yesterday. "Just think what a scheme it would be to carry a bottle of steam in your pocket and when you want a little life put in you take a swig of steam instead of 'red eye.' What a temperance ides," and then the moralist started up the saw lust path toward the Monongahela barposts. His hearers followed suit.

The great number of different kinds of usks was one of the things that attracted particular attention. They are as many and varied as the colors in a kaleidoscope, but when a car is mounted on them they all look alike. The motors are also of dif-

rilliancy. The bright'y polished metals une like clusters of diamonds and reflect the dazzling colors clear neross the river.

The sight is most beautiful, and was

trip. There will be three double-decked cars run closely following each other over all the electric roads and local men will be on board to explain the city's wonders. DINED AT THE DUQUESNE.

The Officers' Association and members of the Columbian Committee attended a dinnor given last night at the Duquesne Club by Chairman Holmes, of the local commit-The presidents or representatives of all the local railway companies were present. After the dinner the Committee on Columbian exhibition held a consultation with a representative of the World's Fair and methods were discussed for getting roady the creat display which the electric man expect to make in 1893. The statement in The DISPATCH yester-

day morning that C. L. Magee would probaused a great deal of discussion among the It is customary, but not a law, that the President be elected from the city in which the convention is held. Mr. Magee is the most prominently known street railway man in the city, but objection is made to him that he is a speculator, not a practical rallway man. It is probstreet railway man. It is probable that the jealousies existing between local street railway men will crop out in the proceedings, and that a contest will take place for the Presidency. John G. Holmes, D. F. Henry and Mr. Rugg are mentioned, and all stand about an equal

show with Mr. Mager, Frank B. Rae, of the Detroit Electrical Works, who was the first man to run an electric car, came to the city yesterday. The track was laid in the Chicago Exposition grounds, and 10 cents was charged for a In reinting his experiences Mr. Rae

EARLY DAYS OF THE BUSINESS. was then in the employ of Cyrus W. l'ield. One evening he called me to his COMPLETENESS OF THE WESTINGHOUSE se and told me he wanted me to go to Chicago and build an electric railway. I laughed, but he scemed to be in earnest, and followed by detailing his plans. I talked to him about an hour and the next morning started to Chicago. The road, of course, was for exhibition only, and was not a commercial success. It was afterward removed to New Orleans and was then dropped by Mr. Field. The improvement since then has been wonderful. I have watched it closely and I believe nothing has ever advanced as rapidly as electricity. The only fault I have to find with the Pittssurg roads is that they make too much Good service is given, but there is to necessity for such a macket. A single tight or would prevent it, and I believe there s no more use in carrying two motors than in having an extra horse on board a horse car for fear one of the animals pulling it breaks its leg. I have never been through Pittsburg's ctories, and am very anxious to see I have traveled over the entire world, and Pittsburg is known wherever I

Spenking of his travels, Mr. Bae mentioned that he had been in China with Count Milkiewitz on Wharton Baker's and the Count's Chinese concession scheme. "The great thing that prevented a successful completion of the plan was that the Count

could not distinguish between diplomacy and truth, said Mr. Rae. He attempted to fool the Chinese and got fooled himself. Besides he and Barker quarreled, and, of course, that was the death knell of whatever hopes there were for securing the concession. I believe, however, that the plan was feasible, and that other capitalists could readily carry it out.

A POSSIBLE CHINESE ELECTRICIAN. "I have been negotiating with the Chinese Government to become their official electrician. I don't know whether I will electrician. I don't know whether I will go or not. There is a great deal of diffi-culty in building railroads and carrying telephone or telegraph wires through the country. The people will tear up railroads and cut wires. They have superstition that a wire strung over the graves of their dead is a bad omen, and in order to get a telegraph line through the country it has been necessary to put them

order to get a telegraph line through the country it has been necessary to put them under ground or along the river banks, where there are no graves."

Francis Stewart, Director of the Portland, Ore, Electric Railway, represents the farthest Western city. He thinks Pittsburg is a lively city, but, like all loyal frontiermen, claims the West is the only place in which life is worth the living. "Pittsburg comes nearer being a living. "Pittsburg comes nearer being a Western town than any Eastern city I have

ever visited," was his concluding remark that was intended as a high compliment. John N. Stewart, of Ashtabula, O., comes to the convention with a grievance buzzing in his head. His road has just been disinfranchised by the City Council, and he is having a fight in the courts. He is also interested in a Cleveland road and is President of the Ohio State Railway Association. In Ohio, he says, franchises are given to the company offseries to every the lowest. offering to carry passengers for the lowest fare. In Cleveland the tax is \$10 a car and in Cincinnati \$2 50 per foot for each car. Mr. Stewart believes 5-cent fare is as low as roads can be successfully operated with. Pittsburg, he says, is watched closely by Ohio people, and sometimes with jealousy. He does not believe the Erie canal project practicable or necessary.

PURCHASED ALL IN PITTSBURG. A. N. Broadhead, President of the Jamestown, N. Y., Street Railway Company, is a frequent visitor to Pittsburg. He buys all the materials for his road in the city, and believes it is the best manufacturing town

in the country.

Daniel Coolinge, Vice President of the Johnston Company, of Johnstown, is one of the supply men at the convention. He worked hard to get the association to come to Pittsburg, and is kept busy showing the

city to his friends. One of the most prominent members of the association is Thomas Lowry, of Minne-apolis. He will come to Pittsburg to-day. He is one of the powers in Minnescta poli-tics, and is in Minneapolis what C. L. Magee is in Pittsburg. He is one of the leaders in advancing the improvements in electricity, and a few years ago abandoned \$500,000 worth of work on a cable road to use electric

Another well known man is John H. Kennedy, of Philadelphia. He has recently returned from a trip to Alaska, but has little flattery for the country. He says that the talk of a railroad through the ice barriers of that wild region is non-sense. "In the first place," he says, "it would be impossible to build the road even if it could be put through to operate it would mean the loss of thousands of lives every year. Trains would be snowed up and passensers and trainmen would suffer

Mr. Kennedy believes Pittsburg is destined to be a leading city of the country.

The natural advantages, he said, would insure perpetuity, and the energy of the people guaranteed a rapid and substantial

RECEPTIONS FOR THE DELEGATED. Receptions were held by the Westing house, Thomson-Houston and Edison com-panies last night. Their rooms were con-stantly thronged with delegates and the best of good humor prevailed among the

Among the pleasant features of the con-Among the pleasant features of the convention will be the bacquet at the Monongahela House Thursday evening. It will be held in the regular dining room, the banquet hall being too small. Plates will be prepared for 300 people. There will be ten courses on the bill of fare. The florists will be incourses on the bill of fare. The florists will represent street curs and other railway

mill represent street curs and other railway

mill represent street curs and other railway

ation of the street railway motor is the most convincing argument of its ability to do the work for which it is designed, and the tection against lightning.

Besides Prof. Thomso appliances. The local men who will re-spond to toasts are Col. Stone, Attorney Wilson, Bishop Whitehead, City Attorney Moreland and C. L. Magee. Mr. Magee will speak on the toast: "The Press."

Smithfield street bridge. To day the motors will all be started by electric power, and a hum like that of a city workshop will be heard on the river.

The 120 exhibits that are on the barges and wharf, it is estimated, weigh 100 tons and are worth \$50,000. Several cars are shown and others will be run through the tity to carry the delegates on a sight seeing trip. There will be three deals. The convention will meet at 10 o'clock this morning in the Convention Hall of the three days of the convention. The local committee expects to take the delegates on Mt. Washington in the evening and show them the city in the blaze of electric lights. They will also be taken in carriages to the

They will also be taken in carriages to the Exposition grounds, where they will be shown the only oil well in Pittsburg.

To-morrow and Friday a Pittsburger's invention for hoisting hose in case of fire, to prevent the stoppage of street car lines, will be exhibited on the wharf.

LEADS THEM ALL

The Exhibit of the Westinghouse Electric Company Conceded to Easily Lead in the Displays Prepared for the Street Railway Convention.

As the Westinghouse Electric Manufacturing Company, the home company, takes the lead in the list of the large manufacturing concerns in the electrical industry of this country, it is only proper that they should have had the most conspicuous and complete display among the exhibits which are now displayed before the Street Car Convention held at the Monongahela House. But as the company also realized that the visiting exhibitors should have the preference in the allotment of space, the Pitts-burg company decided that they would be satisfied with a small showing on the boat

and make a larger and more detailed exhibit of its system at the works on Garrison alley and Duquesne way. For this reason the delegates to the convention will find it a matter of great interest to them if they will make it their business to devote some time during the convention to a visit of the company's shops. The company has taken advantage of steam facilities in the works and there is no doubt that the exhibit arranged there for the benefit of the visitors is one, the equal of which has never

In a portion of the erecting department of the company's works there has been displayed a complete representation of the company's system. Every detail is shown in all its workings, and a better opportunity of forming an appinion of the complete. nity of forming an opinion of the completeness of the Westinghouse system could not be found. There are three trucks placed in this room, which are equipped with the different motors manufactured by the com-pany. The first truck has a pair of double reduction motors, in which the power of the motor is communicated to the axles by two sets of gears. The gears, however, are not in sight, because they are inclosed in a tight box containing grease, by which means the objectionable noise of the motors is greatly reduced. This covering for the gears was first successfully introduced by the Westinghouse Company, and the noise-less operation of their first motors has been

a characteristic feature of the Westing-house system ever since.

When the company decided to build a motor, in which one set of gears would be eliminated, they constructed the Single Reduction Motor, a set of which is found

THE GEARLESS MOTOR. On the third truck is observed what appear to be two iron boxes, through which the axles of the truck pass. These boxes are supported at each end by a spiral spring, are supported at each chd by a spiral spring, and they have on the top some small openings fitted with covers. By loosening one of these covers and giancing inside it may be seen that this iron box is in reality a motor. The armature is placed directly on the car axle, and the rest of the motor is constructed in such a manner that it entirely surrounds the armature, forming a water and dust proof motor. This motor does away entirely with all gearing, hence this motor is called the "Gearless Motor." The Westinghouse Company have had their gearless motor in operation in this city for several months, in order to learn its performance under all conditions of service. The three trucks are arranged so that each one can be operated and tests made as to the amount of current the motor consumes, the

power given out, etc. There are also several handsome switch-boards built of hardwood, finished in natural grain, in this room, upon which are mounted measuring and switching devices, each of which fulfills a purpose in the power station of an electric read or on the

whole method of wiring for incandescent lighting by the alternating current, from the connections of the dynamo to the lamps

A MAMMOTH DYNAMO. Passing from this room into the machine shop the visitor will be shown a large Westinghouse engine driving a dynamo of a size that makes a tall man look very insignificant beside it. This machine is one of the large generators manufactured by the Westinghouse Company. While the immense size of this generator seems remarkable, the smoothness of its running is even more

astonishing.

While the company accommodated its exhibit on the boat at the foot of Smithfield street to a small space, it must nevertheless be acknowledged that the display made there by the local firm is the most interesting of the entire exhibition. There are two trucks on the J. M. Gusky equipped with the Westinghouse gearless and single reduction motor. Both of these trucks are blocked we in addants allow the meteors. blocked up in order to allow the motors to be operated, and brakes are so arranged that they may be set and the speed of the motors reduced. In other words, the motors may be made to operate under almost the same conditions, as if they were running a car. On a platform near these trucks is arranged

THE APPARATUSUSED IN RUNNING A CAR. and the observer may stand and notice the exact operation of the car. Then one can also see a lightning arrester to protect the motor from injury by lightning; automatic circuit breakers to protect the dynamos by breaking the circuit in case the trolley wire should break and fall on the ground. These instruments would instantly shut the current off, and, in addition to protecting the generator, would also make the wire harmless to people in the street. There are also switches to control the current from the dynamo and ammeters and voltmeters to measure the quantity and strength of the

The exhibit also shows an old style double reduction motor to give the visitor an opportunity of comparing the first attempts made in the construction of electric railway apparatus with the improvements made

A MOTOR IN A WATER TANK There is at las; in the boat exhibit a large mysterious looking box which is filled with water, and on closer examination reveals it-self as a tank in which is running a single reduction Westinghouse moto: This is the best evidence of the vast superiority of the Westinghouse street railway system, be-cause the idea generally given out that motors will not run in water is here most positively contradicted.

The Westinghouse Company has also opened headquarters in room 12 of the Monongahela House, where at all times one or more of the company's representatives will be stationed for the purpose of affording visitors such information about their electric system as they may desire.

The practical demonstration of the operation of the street railway motor is the

for this purpose the company has put a number of cars in operation on different lines in the city. Cars equipped with gearless motors are running on the Birmngham and Pleasant Valley lines, and single Reduction Motor cars are operated on the Second Avenue and other lines. The Westinghouse Company is circulating a card of invitation to any visitors desirous of riding on any of these cars and another card invites the delegates to visit the exhibition

SUPREMACY

Struggle of the Rival Electrical Companies Before the Railway Men. VALUE OF EDISON'S SYSTEM.

Nothing in connection with the great treet railway convention now being held at the Monongahela House so well defines its important character as the intense rivalry between the various electrical systems for

Now that the manifold advantages of this system have been demonstrated by the sucessful operation of more than 400 roads, it is only a question as to which of the dif-ferent methods to adopt. No less than a electric apparatus. ferent methods to adopt. No less than a dozen different companies are exhibiting their apparatus; but so far the Edison Gen-eral Electric Company seems to have the

Their exhibit in the lower parlor of the hotel is certainly the most complete. It em-braces a full-size street car truck, operated by two of the new single reduction motors magnificent controlling table for power stations; a miniature dynamo, and some very handsome lighting effects.

"Wizard" Edison's name, so powerful in connection with everything electrical, is especially so in railway work, for the rea-son that he was the first man in the United States to construct an electric railway. This road three miles in length, and operated it successfully for months. Since that time the company which bears his name has installed scores of roads in all

parts of the country, and at present control nearly two-thirds of the whole number in the United States. The merits of the Edison system, as compared with others, is well illustrated in the

pared with others, is well inustrated in the report of a large railway company, some of whose cars are operated by each of the sev-eral systems named. These figures show the power required, under similar conditions, to operate cars equipped with the different styles of motors. SHORT SYSTEM.

Average horse power per car, equipped with two 15-horse power double reduction motors.....

WESTINGHOUSE SYSTEM. Car equipped with two 15-horse power double reduction motors......10.49 THOMSON-HOUSTON SYSTEM.

Car equipped with two 15-horse power

EDISON SYSTEM.

Car equipped with two 15-horse power In explaining these figures, as taken from actual tests, a prominent Edison engineer stated that this result was secured by the peculiar winding of the motors, the great efficiency of the dynamo and the use of what is called the "feeder." This "feeder" system was long ago discovered and pat-ented by Edison, and is now recognized as

an absolute necessity in all street railway

ever since, and they have given such satis-faction that the company has since fur-nished a number of single reduction equip-thas been adopted by all the other companies, which has resulted in suits for heavy dam

ages.

The new single reduction motor shown at the Edison exhibit adds another important point to the system. It reduces the number of gears, and consequently lessens the liability of accident. It almost entirely eliminates the noise heretofore found so objectionable. More of the current can now be utilized in useful work, thereby securing a great saving to the railway company.

The reliability of the system, and its freedom from any dangerous element is too well known to the people of Pittsburg to need mention. The Federal Street Rail-way, and the Pittsburg and Birmingham Traction systems have for years been giving entire satisfaction, and when Edison shall have perfected his new system of taking current direct from the rails Pittsburg will be one of the first to be blessed with this

perfected system.

The confidence which has at different times been manifested in Mr. Edison's work, especially his railway, was strikingly proven a few years ago when the street railways of Minneapolis and St. Paul abandoned an almost new cable plant to install the Edison. Everyone at the time declared it a piece of folly; but subsequent events have demonstrated the wisdom of the move.

The earnings of this largest electric rail-

way system in the world have been increased 50 per cent since the adoption of electricity A person can ride a distance of 20 miles from Minneapolis to St. Paul parks, show-ing the great flexibility of the system. There will be some surprises in store for those who visit the Edison parlor this even-

THE THOMSON-HOUSTON

Electric Company

AT THE STREET RAILWAY CONVENTION. Among the many exhibits at the Street Railway Convention, beginning to-day, none will be examined with more interest by street railway men than that made by the Thomson-Houston Electric Company, and none can invite their scrutiny with a greater degree of confidence.

The connection of the Thomson-Houston,

or the T-H, as it is familiarly called by rail-way men, with the question of electricity as way men, with the question of electricity as a means of rapid transit, has been so exten-sive that the company has met, combated and overcome all the various problems and difficulties connected with the introduction and development of electric equipment for street railway service.

On the third day of July, 1888, the first

road equipped by this company was opened for operation. At the present time it has in operation and under contract 190 roads, representing an equipment of 2,879 cars, and nearly as many as all the other electric companies combined. Between the solitary road on Revere Beach, of 1888, and the 190 roads of the present time extending from the St. Lawrence to the Gulf, and from the Atlantic to the Pacific, and in successful and constant operation under every variety and condition of service and climate, at home and abroad, there is a large history of enterprise and development, which tells its own story. To accomplish such a result in so short a time, means not only great resources coupled with wise administration, but, also, the co-operation and employment of the highest inventive and scientific genius. Applied electricity is the meeting point where men of business and men of science come together, and in this respect the Thomson-Houston Company has been exceedingly fortunate.

On its scientific staff, it has, as electricianin-chief. Professor Elihu Thomson, from whom, in connection with his early associate, Professor Houston, the company takes its name. Professor Thomson unites in a remarkable degree profound scientific knowledge with the gift of practical invention. As a man of science he is an authority as highly valued in Europe as in America. ica. As an inventor his work covers many vital and fundamental points in electrical application. So far as street railway work is concerned Professor Thomson, in connection with his experienced assistant, Mr. Rice, superintendent of the Thom-son-Houston factory, has been foremost in the development and perfecting of the dynamo. Street railway men also ap-preciate the great service Professor Thom-son has rendered in his inventions for pro-

Houston Company have also on their scientific staff Mr. Charles J. Vanderpool, the inventor of the under-running trolley and carbon brush and many other details of the over-head system. Mr. Vanderpool has been so identified with the history of practical railway service and invention that to name him is to recall a whole series of brilliant and practical inventions,

In addition to Prof. Thomson and Mr. Vanderpool, the Thomson-Houston Company have also on their scientific and en-gineering staff Mr. W. H. Knight, who was identified with the first experimental street railway, and also the first commercial street railway in the United States. Mr. Knight is at present acting as Chief Engineer of the Railway Department, a position in which the results of his long experience are felt with telling effect.

During the convention the headquarters of the Thomson-Houston Electric Company will be at Rooms 192 and 193 Monongahela House, and these apartments will be open at all hours, and the various representatives of the company will be very happy to meet

OUR BANKERS

UNANIMOUSLY INDORSE JUDGES POR-TER, M'CLUNG AND KENNEDY,

Testimonial to Their Integrity-The Fin anciers of Allegheny County Pay a Worthy Compliment to the New Court of Common Pleas No. 3 and Ask Their Election.

the voters of Allegheny county: The undersigned bankers doing business in this community indorse for re-election Judges Kennedy, McClung and Porter to succeed themselves on the bench of Court of Common Pleas No. 3 of this county at

the coming election. The importance of electing our Judges for competency and integrity alone, without regard to partisan strife, cannot be exaggerated, and we cordially recommend the above named Judges as entirely worthy of

gerated, and we cordially recommend the above named Judges as entirely worthy of your support.

Wm. G. Park, of Park Bros. & Co.
A. E. W. Painter, Pg. Safe Deposit Co.
James M. Bailey, Pres. Fourth Nat. Bank.
Joseph Walton, Pres. Farmers' Nat. Bank.
Hay Walker, Jr.
T. H. Given, Cashier Farmers' Deposit Nat. Bank.
A. Bradley, Pres. Tradesmen's N. Bk. M. W. Rankin, Pres. Com'l Nat. Bank.
George A. Berry, Pres. Citizens' Nat. Bank.
D. P. Reighard, Pres. Citizens' Nat. Bank.
Mark W. Watson, Pres. Exchange Nat. Bk. A. Long, Cashier ExchangesNat. Bank.
George I. Whitney.
W. E. Von Bonnhorst, Cashier Marine Nat. Bank.
Samuel C. Appleante, Mechanics' Nat. Bk. C. Moyran, Pres. Germania Savings Bk. Jos. T. Colvin, Pres. Nat. Bk. Commerce. Jos. Abel. Pres. Allemania Fire Ins. Co.
Edward House, Pres. Freshold Bank.
J. P. Speer, Vice Pres. Freshold Bank.
J. P. Speer, Vice Pres. Freshold Bank.
G. B. Hill.
D. McK. Lioyd, of People's Savings Bank.
Wm. Roseburg, of Bank of Pittsburg.
F. L. Stephenson.
F. E. Moore, of Odd Fellows' Bank.
Wm. Roseburg, of Bank of Pittsburg.
F. L. Stephenson.
F. E. Moore, of Odd Fellows' Bank.
Wm. R. Thompson & Co.

OUR PORK IN FRANCE.

The Senate Will Agree to Its Admission Under a Heavy Duty.

THE TARIFF RAISED FIVE CENTS

Over the Schedules as Adopted by the Chamber of Deputies.

THE BILL IS OTHERWISE MODIFIED

PARIS, Oct. 20 .- The Senate tariff committee met again to-day, when the subject of the admission of American pork was debated at considerable length. Finally the committee decided in favor of a proposition to impose a duty of 25 francs per 100 kilos on salted meats of all kinds, including pork, ham and bacon, instead of one of 20 francs, which the Chamber of Deputies had already

passed.

The Society of Wine Merchants at a meetring to-day adopted a protest against the excessive tariff on elementary products, especially that upon wines, which has already passed the Chamber of Deputies. The protest demands that the Senate modify the Deputies' bill in several important respects.

CLEAR SAILING FOR SOCIALISTS. The Secession of the Anarchists Simplifies

Matters Very Much.

ERFURT, Oct. 20.-Since the extremists have left the Socialist Congress and have renounced all connection with the Socialist party, the programme before the congress has been rapidly adopted and without criticism. To-day the congress passed resolutions favoring the creation of Socialist literature for the benefit of the young, and providing for the issue of a general "Vade providing for the issue of a general "Vade Mecum" ("Constant Companion") and the formation of statistical bureaus devoted to the compilation of facts and figures in con-

nection with socialism.

On the other hand the congress rejected a proposal to form a school of education for the purpose of training oratorical agitators in behalf of the cause of socialism.

A cable dispatch srom Berlin says: The Socialist seceders who withdrew from the Socialist congress at Erfurt held a tumultuous meeting in this city to-day. Many members of the moderate party were expelled. Herr Auerbach and others made violent speeches against the Moderator. They de-clared that Herr Liebknecht would be compelled in a few years to join the new party, which would be always ready to welcome him. A committee of seven was appointed to organize the new party.

THE ARABIAN REBELLION.

A Decisive Battle Is Being Prepared for by the Turkish Sultan

CONSTANTINOPLE, Oct. 20 .- An important battle is expected to take place in Yemen very soon. Although the sublime porte is very reticent in regard to State affairs, the Yemen crisis has now come to a head and fresh contingents of troops are being sent out every other day. Telegrams from Hodeida announce the recent arrival of the steamer Saadet, bringing 1,200 soldiers, and the Government has contracted with a steamship company for the further transport

of troops.

For the last week steamers have been engaged taking out the necessary commis-sariat stores for General Ahmed Feize Pasha, who has lately been appointed to the command of the Seventh army corps and of the Hedjaz and Jamen districts. He has already arrived at Sana, the headquarters of the disaffected region, and it is anticipated that the march forward will take place on Saturday. The chief resistance is expected in the territory occupied by the tribes Benisahar and Hausseyns, who have entrenched themselves in the fortified towns, Barath, El Charab, Erlhail and Mareb, the last of which is identical with the Sheba, of Scrip-ture, and situated near the settlement of

A New Edict Against the Hebrews. St. Petersburg, Oct. 20 .- In view of possible complications with China in regard to Pamir and other territory which it is claimed has been invaded by Russia, the Governor of Trans-Baikalia, in Eastern Siberia, having Lake Baikal on the Northwest and Chinese Mongolia on the South, has ordered the removal of all Hebrews re-siding within 100 kilometers of the frontier. This action is taken, it is claimed, in order to prevent the Hebrews from acting as spies for China. The families of exiled Hebrews will be sent into the districts

permanently assigned to their race. Opening the Campaign in Ireland. BUBLIN, Oct. 20.—William O'Brien presided at the Kilkenny convention to-day. In a speech he said that all their thoughts and energies would be required to bring about the reunion of the Irish race. The attitude of the Parnellites, he said, was equivalent to a declaration that they would ather sell Ireland into slavery for another 700 years than bow to the call of the Irish people. Placards were posted in the town charging Mr. O'Brien with the murder of

The New Leader's First Speech.

LONDON, Oct. 20 .- Right Hon. Arthur J. Balfour, the new Parliamentary leader, addressed his constituents at Manchester this evening. In the course of his speech he quite coincided with those who said that the success of the Government policy toward Ireland was due rather to strokes of good fortune than the merit of the members of the administration. One of the greatest pieces of his good fortune was that he had good working men behind him.

Driven by Floods Into Towers.

MADRID, Oct. 20 .- Advices from Almeria, in Andalusia, report the prevalence of great floods in that vicinity. The mountain torrents flowing from the Sierra Nevada have inundated the surrounding country. The town of Albox, 40 miles north-east of Almeria, suffered greatly, the in-habitants being forced to take refuge in the towers of churches and other elevated

An Archbishop to Be Tried.

PARIS, Oct. 20 .- The Archbishop of Aix will be prosecuted for disregarding the circular of M. Fallieres, the Minister of Publie Works, enjoining him not to leave his diocese without the consent of the Government, an order consequent upon the re-cent pilgrim disorders at Rome. The Arch-bishop, by his disobedience, is liable to a heavy fine, as well as a term of imprison-

The Fight for Parnell's Seat. LONDON, Oct. 20.-Messrs. Pierce, Mahoney, Edward and Timothy Harrington, Kelley and other followers of the late Mr. Parnell, will open the canvass for Mr. Redmond at Cork to-morrow.

A GIRL WHO CAN FARM.

Mary E. Cutler Makes a Nice Thing of a New York Post.

A Massachusetts girl, Mary E. Cutler, has demonstrated that farming in New England can be made to pay. On 19 acres of land, near Holliston, she raises vegetables and sells them in the neighboring manufacturing villages. She superintends the work, hires laborers and keeps her own books. Her vegetables are carried to market in a brightly-painted wagon drawn by well-fed horses, and she owes much of her

success to telling the truth about her stock and filling orders promptly.

She has this season a crop of three acres of tomatoes, two of squashes, one and a half of cucumbers, four of potatoes, one-half an acre of asparagus, besides beets, turnips spinach, peas and beans. In addition to her vegetable garden, Miss Cutler has an apple orchard and beds of strawberries, blackberries, currants and a greenhouse. Strange to say, Miss Cutler's farm is near Kate Santo say, Miss Cutler's farm is near Kate San-born's "Abandoned Farm." A sinflar story comes from the West. The daughter of Congressman-elect Baker, of the Sixth Kansas district, owns a 140-acre farm near Lincoln, works it herself and does not owe a dollar. Her crops this year are abundant.

PREDICTION AND AFFIRMATION. How Governor Campbell Got Into a Diffi-

culty at Findlay. Chicago Inter Ocean. 1 The difference between prediction and, affirmation was proven, to the sorrow of Governor Campbell, at Findlay, O. The

campaign of 1830 was one of Democratic pre-diction, and as the farmers were suffering from low prices, the merchants selling little to the farmers, and trade in general a trifle depressed in consequence thereof, there was an undue and unnatural disposition to believe the worst of the future. When the Democrat said: "The infamous McKinley bill will make our present evil condition worse," all that the Republican could say in reply: "Oh, no, it won't." But the listener was in a humor to believe the Democrat rather than the Republican. You cannot absolutely refute a prediction until the time for its fulfillment has come. The time for the fulfillment of predictions concerning the McKinley tariff has come. And it is a day of wrath for the false prophets of evil, but of joy to them that prophesied good things: for the good things are here. Little now is to be said of what the new tariff will do. The talk must be of what it has done, and of what it is doing. Affirmation must take the place of prophecy, and it is much more dangerous to assert an untruth than to prophesy one during a political campaign.

Governor Campbell was rash enough to affirm that the glass manufacture of Ohio was a failure; that it employed few Americans, that it gave work mainly to Belgians who would not teach an American boy their trade. This Governor Campbell said at Ada, in the state of Ohio. The conduct of his compaign shortly took him to Findlay. There are glass works at Findlay, and a delegation of manufacturers and workmen took him to task for his Ada speech. They told him that out of 500 glass workers in that town no more than 50 were of Beigian birth, and that each one of these was a naturalized American citizen, or a person who had taken out first papers of naturalization. They told him also that a glass-blower in Ohio carned \$160 per month, and a glass flattoner \$75, the wages for like work being \$60 and \$25 in Belgium. They told him also that there was not a foreign-born boy learning the trade in Findlay, but that scores of American boys were learning it. This was an episode not provided for by Governor Campbell's system of proving the tariff a fallure by double-entry bookkeeping. As many of the glass workers are Democrats Governor Campbell's system of proving the tariff a fallure by double-entry bookkeeping. As many of the glass workers are Democrats Governor Campbell's humiliation is deep, and as many will not vote for him his sorrow is profound. When his campaign is over the Democratic party of Ohio, or so much of it as survives, will have learned the difference between prediction and affirmation. the fulfillment of predictions concerning the McKinley tariff has come. And it is a day of

RUINS OF OLE BULL'S COLONY.

Hardly Anything Remains to Tell the Story of His Pennsylvania Enterprise.

Little more remains of Ole Bull's ambitious colony in Pennsylvania than ruins. A few of the settlers, now very old men, survive. They were too poor to quit the scene of their shattered hopes, and it is doubtful if they possess any more of this world's goods than on the day they left Norway to seek their fortunes in the New World. When the great violinist found himself, thanks to the generosity of the American people, richer than he had ever dreamed of being, he became fascinated with the idea of buying a great tract of land and converting it into homes for his poor friends in the old country. This was in 1852.

For \$10,000 he bought 12,000 acres of land in Potter County, Pennsylvania, and cut it up into small!farms for 300 Norwegians. They were not only to improve the land, but to build four towns which were to be named Walhalla, New Bergen, New Norway, and Oleona. No people could have been less fitted for the task. By some blunder there were no farmers among the colonists, and they knew nothing about felling rees and clearing forest-land. In the days of the colony Ole Bull began to build a castle a mile or two distant from the site of Oleona but he was torced to abandon the work in the general ruin that overtook the enterprise. Only a group of shanties re-mains of Walhalla and New Norway, and where the "castle" stood is now to be seen only a pile of rocks. Oleona in other hands shows some signs of prosperity, and a hand-ful of people are scattered about the site of

PICTURES OF THE MOON.

The New System of Photographing the Sky

Is Bringing Out the Facts. ew York Post.] Prof. Holden, of the Lick Observatory, y means of its great telescope, has taken a picture of the moon, which is said to be a triumph of astronomical photography. Prof. Weinck, of the Observatory of Prague, who has probably studied the surface of the moon more than other man living, helped Prof. Holden in the delicate work of making the negative. A feature of the picture is the bed of a sea, of which Mr. Holder

"The large 'sea' at the left hand of the cut is the Mare Crisium. Its dimensions are about 281 by 355 miles. Its area is about that of Ohio and Indiana combined. It is, in fact, not a sea, but the floor of a great plain-which may once have been a sea, but which is not so now-like one of the small plains on the Island of Hawaii, only on a grander scale. To give an idea of the vertical scale, it may be noted that the highest mountains surrounding the sea are about 11,000 feet.'

The professors of the Lick Observatory are taking a series of pictures of the moon, from which on immense map is ultimately to be made. The work will cost \$5,000.

A RUN ON A SAVINGS BANK.

It Is Started by a Vague Rumor, Which Is

Denied by the Officials. YONKERS, N. Y., Oct. 20 .- There is much excitement in this city to-night over a run on the Yonkers Savings Bank made this afternoon. A report was started that the bank was in financial trouble and was about to go into bankruptcy. A rush was made by many of the depositors for the bank, and, although the officers of the institution promptly denied the report, at least 2,000 persons drew out their deposits, amounting to about \$200,000.

The bank had to keep open long after the ne cank mad to keep open long after the usual closing time to pay off the excited depositors. Robert P. Getty, one of the leading citizens of Yonkers, and one of the largest property owners in the city, is president of the bank. In an interview to-night he positively denied that the bank is in financial trouble.

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