

JUSTICE 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 R. Roe 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 exhibit 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 GAZETTEER 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 who passes paychecks.

The exhibit of the Westinghouse Electric Company conceded to easily lead in the display prepared for the Street Railway Convention.

As the Westinghouse Electric Manufacturing Company, home of the company, takes the lead in the list of the large manufacturing concerns in the electrical industry of this country, it is only proper that it should have had the most conspicuous and most complete representation at the exhibition.

As the company also realized that the visiting exhibitors should have the preference in the allotment of space, the Pittsburg 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.

As the exhibit arranged there for the benefit of the visitors is one, the equal of which has never been seen.

COMPLETION OF THE WESTINGHOUSE SYSTEM. In a portion of the erecting department of the company's works there has been displayed a complete representation of the company's system.

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 on the second track exhibited in this department.

The first pair of single reduction motors constructed by the company were put on the Second Avenue line in this city, where they have been in operation

could not distinguish between diplomacy and truth," said Mr. Roe. He attempted to fool the Chinese and got himself, besides the Chinese and the quartermaster, that was with 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.

"I have been negotiating with the Chinese Government to become their official electrician. I don't know whether I will go or not. There is a great deal of difficulty in building railroads and carrying telegraph and telephone wires through the country. The people will tear up railroads and cut wires. They have a superstition that a wire strung over the graves of their dead is a bad omen, and in order to get a telegraph line through and 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 the other places in which life is worth the living.

John N. Street Railway Company, is a frequent visitor to the exhibit. He buys all the materials for his road in the city, and believes it is the best manufacturing town in the country.

One of the most prominent members of the association is Thomas Lowry, of Minneapolis. He will come to Pittsburg to-day. He is one of the powers in Minnesota politics, and is in Minneapolis what C. L. Magee is in Pittsburg.

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 nonsense.

Among the pleasant features of the convention will be a banquet 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.

RECEPTIONS FOR THE DELEGATES. Receptions were held by the Westinghouse, Thomson-Houston and Edison companies at the local committee's headquarters.

LEADS THEM ALL. The exhibit of the Westinghouse Electric Company conceded to easily lead in the display prepared for the Street Railway Convention.

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ever since, and they have given such satisfaction that the company has since furnished a number of single reduction equipments to this city.

On the third track is observed what appears to be two iron boxes, through which the axles of the truck pass. These boxes are supported by a strong cast-iron frame, and they have on the top some small openings fitted with covers. By loosening one of these covers and gazing 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.

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 Railway, 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 connection of the Thomson-Houston, or the H, as it is familiarly called by rail-ways men, with the electric trolley as a means of rapid transit, has been so extensive 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.

As an inventor his work covers many vital and fundamental points in electrical application. So far as a street railway work is concerned, Professor Thomson, in connection with his experienced assistant, Mr. Rice, superintendent of the Thomson-Houston factory, has been foremost in the development and perfecting of the dynamo, Street railway men appreciate the great service Professor Thomson has rendered in his inventions for protection against lightning.

Nothing in connection with the great street 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 supremacy.

Now that the manifold advantages of this system have been demonstrated by the successful operation of more than 400 roads, it is only a question of time before the different methods to adopt. No less than a dozen different companies are exhibiting their apparatus; but so far the Edison General Electric Company seems to have the best of it.

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

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to distribute current over such wide areas, the "feeder" wire became a necessity. It has been adopted by all the other companies, which has resulted in suits for heavy damages.

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.

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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 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 meeting 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 Session of the Anarchists Simplifies Matters Very Much. ERFTURT, 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 readily 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 Mecum" ("Constant Companion") and the formation of statistical bureaus devoted to the compilation of facts and figures in connection with socialism.

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 port 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 Hodida 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.

A New Edict Against the Hebrews. ST. PETERSBURG, Oct. 20.—In view of possible complications with China in regard to the command of the Seventh army corps and of the Hedjaz and Jemen districts, the Emperor of Trans-Baikal, in Eastern Siberia, having Lake Baikal on the North-west and Chinese Mongolia on the South, has ordered the removal of all Hebrews residing within 100 kilometers of the frontier. The chief resistance is expected 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 rather sell Ireland into slavery for another 700 years than be the tool of any help.

The New Leader's First Speech.

LONDON, Oct. 20.—Right Hon. Arthur J. Balfour, the new Parliament 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.

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, has been completely abandoned by its inhabitants being forced to take refuge in the towers of churches and other elevated places.

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 Public Works, enjoining him not to leave his diocese without the consent of the Government, an order consequent upon the recent pilgrim disorders at Rome. The Archbishop, by his disobedience, is liable to a heavy fine, as well as a term of imprisonment.

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. Parnell at Cork to-morrow.

A GIRL WHO CAN FARM.

Mary E. Cutler Makes a Nice Thing of a Nineteen-Acre Tract of Land. NEW YORK POST.—A Massachusetts girl, Mary E. Cutler, has demonstrated that farming in New England can be made to pay. She has a tract 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 Sarnhorn's "Abandoned Farm."

PREDICTION AND AFFIRMATION.

How Governor Campbell Got Into a Difficulty at Findlay. CHICAGO INTER-OCEAN.—The difference between prediction and affirmation was proven, to the sorrow of Governor Campbell, at Findlay, O. The campaign of 1890 was one of Democratic prediction, and as the farmers were suffering from low prices, the merchants selling little to the farmers, and trade in general was depressed in consequence thereof, there was an undue and unnatural disposition to believe the worst of the future. When the Democrats said: "The infamous McKinley will make our present evil condition worse," all that the Republicans 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 work must be done, and it is much more for the good than the evil that it will do.

A RUN ON A SAVINGS BANK.

It is started by a Vague Rumor, Which is Decried 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 longer 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.

SATISFACTION STAMPED ON HIS FACE.



FROM LARGE TO SMALL YOU FIT THEM ALL

Do you find any difficulty in getting a suit that suits you? If you do, what is the trouble? Whatever it is we will take the trouble to remove it. We make it our business in the first place to make perfect fitting goods; secondly, our materials are selected with a view to give satisfaction; thirdly, our price is always the lowest. Satisfaction not only while you buy our goods. No! but after wearing for and during 12 months we guarantee to keep them in repair for you free of charge. What better offer can we make? It is certainly our desire to gain and keep your custom. We have now placed on sale a grand selection of those new nobby Chevots, Homespun and Tweed Suits that are so popular in the Eastern cities, and are selling very fast at the popular prices of \$10, \$12, \$15 and \$18.

No extra charge for extra sizes. Short and Stout, Slim and Tall.

WE FIT THEM ALL.

Home-Made Overcoats, every style that can be imagined is here—Box Sack, Fly Front or Double Breasted, in every make of goods at the very low prices—\$8, \$10, \$12 and \$15.



Makers of Fine Clothing, Tailors, Hatters and Furnishers.

954 and 956 LIBERTY ST. Star Corner.

DO YOU KNOW THAT YOU CAN BUY A GOOD WARM MAN'S OVERCOAT FOR \$3.50. A GOOD WARM MAN'S SUIT FOR \$3.50. A GOOD WARM BOYS' OVERCOAT FOR \$1.40. A GOOD WARM BOYS' SUIT FOR \$3. A GOOD WARM CHILD'S SUIT FOR 65 CTS. AT THE GREAT BANKRUPT SALE, 719 AND 721 LIBERTY STREET, (HEAD OF WOOD) Building formerly occupied by Arbutnot, Stephenson & Co. Come soon. Sale lasts only five more days.