THE RIVAL POWERS,

Electrical and Cable Roads Championed by Street Railway Men.

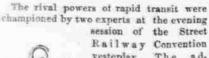
HISTORY OF CABLE ROADS.

British Lines Handicapped by Local Interference.

TALK ABOUT THE WORLD'S FAIR.

A Chicago Man Says That \$5,000,000 Lean Question Is a Bluff.

SOME OF THE ELECTRICAL EXHIBITS.





yesterday. The advantages of cable and electricity heralded with proofs and figures and ideas, both old and new, were presented in a scientific manner. The first paper was from

James Clinton Robinson, of San Francisco, on "Progress of Cable Motive Powers." The most interesting portions of the paper follow: The earliest suggestion for the use of a noving cable within an underground tube found in a proposal of W. Brandling in 1843, who described an underground pipe in which the rope should travel, with a grip attachment capable of picking up or letting go the traveling cable. Thirteen years later an improvement was made by E. A. Gardiner, of Philadelphia, Pa. In the following years a number of inventions were put forand for the operation of railways by overead or underground cables, but no solid progress has to be recorded until 1869 70, en, at a time I happened to be in New Orleans, General Beautegard put for-



ward an important invention in which principles of the modern cable were first distinctively put forth. San F uncisco the Pioneer.

It is, hower, to California and the city of San Francisco in particular that the credit of the first great practical development of cable traction is due. The grades of San Francisco presented difficulties in the way of developing the base rallways in that city, nd to this circumstance we may doubtless attribute the fact that there we find the here were inaccessible by any other means, and without the cable San Francisco would to this day be deprived of the inclities for rapid and comfortable internal transit now rapoved by it in common with nearly every enjoyed by it in common with nearly every city and town of importance in the world. It was in 1872 that Mr. Hallidie's first patent in connection with a cable grip was registered, and in Sextember, 1873, on Clay street, the pioneer cable railway of the world was brought into successful operation. New York followed in the adoption of cable traction on the construction of the great Brooklyn bridge, in 1883.

The first appearance of cable transvays cuside of the United States was in New Zenland in 1882. This transvay offers the first instance of the use of single track for traffic working both ways on a cable line. London,

working both ways on a cable line. London, Edinburg and Birmingham followed shortly after. The restrictions placed by the Gov-ernment and local authorities upon street railways in Great Britain bave not only rerailways in Great Britain have not only re-tarded the progress of mechanical power, but from the official returns we gather the remarkable fact that there is now a less mileage of transways in operation in that country than in the preceding years. The maximum spreed attained on British transways is seven raides per hour, as against an average nine toiles per hour in America.

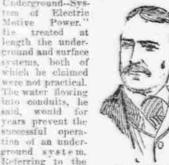
Cable Roads in Australia. Melbourne, Australia, has just completed a splendid system of cable roads, about 85 ultes in extent, which is claimed to be not only the largest, but probably the most seful in the world, as it certainly is, financially speaking the most prosperous. The speed at which cables may be run depoints wholly apon the conditions under which the road is operated. It may be accepted that a cable may be run with safety and advantage on city roads, through crowded thorough fires and around ordinary curves at the rule of sight with. crawded thoroughlares and around ordinary curves at the rate of eight miles per hour, while autorrhan cables running in direct lines to outlying districts may be allowed to attain any speed up to fourteen miles per hour. The old horse car drivers, I think, make the best gripmen. Nearly every possible type of men has been utilized by me for the purpose, and I record with pleasure the fact that I have always found our old drivers the most efficient and reliable. Already accustomed to the work in crowded thoroughfares, they have thus become familiar with the requirements of the position in respect to passengers. per cent of the cable roads have sees converted from animal power. In un stied portions of cities to which roads have en extended morvelous development ha

been extended morvelous development has been displayed and on some of the roads in Pittsourg an advance has been shown of from 2,600 to 15,000 passengers per day.

The mileage on cable roads by each car or trainway averages 110 miles per day, the average speed being nine miles per hour, and the number of hours in daily operation being generally 18. The dividends paid to stockhelders have reached as high as 12 per cent, and the average is about 12 per cent. In the United States, Europe and the British colonies, there are at present at least 75 cable roads in operation or under construction, representing a capital of about \$100,000,000,000, and embracing 700 miles of track, 3,500 embracing 709 miles of track, 2.50 tains of cars, running on an average head and less than five minutes, and requiring bout 2000 horse power to propel them.

Underground System Impracticable, George W. Mansfield followed with a

tem of Electric treated length the under cround and surface ystems, both of which he claimed The water flowing into conduits, he said, would for years prevent the successful operation of an under-

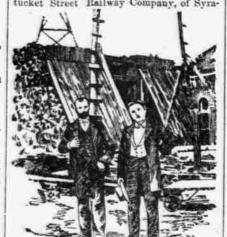


Morris Mead. be said he had sent letters to 400 operators om whom he had received 137 answers. from companies operating 1,546 miles of trolly wire and 1,657 motor cars. Continu-"Another thing which speaks highly for the management, is that local people are under this heading not one road reports as killed or even seriously injured an employe or passenger by the electric current, or falling trolley or span wire. Several report employes as receiving

shocks and one of a boy throwing a wire over the trolley wire and receiving the full potential of the current. None, however, were seriously injured. Several accidents are reported of collision and running over. but these cannot be entirely avoided and are inherent in any system. All but one of the replies report most emphatically in praise of the electric system. I regret very much that one prefers horses. Further evidence on this point is shown by the fact that 44 roads report as never having been stopped by any cause, 23 were forced to stop because of steam plant, failure of water, floods or fire and 26 from electrical troubles, the main cause of these troubles being lightning."

The first session of the convention was

held in the morning. The following com-panies were admitted to membership: Nan-tucket Street Railway Company, of Syra-



Edison in His Working Clothes.

cuse; Citizens, of New York, Shenandouh and Girard; Metropolitan, of Portland, Oregon; Lebanon Company, Colorado Springs; Consolidated, of Atlanta; Oil City mpany; Citizens, of Mansfield; Schuylkill, of Pottsville.

How America Leads the World.

In President Henry M. Watson's annual address, he said that the reception to delegates amply showed that no mistake had been made in the selection of Pittsburg as a meeting place. He paid a warm compli-ment to the companies here, and continuing he said it was a source of satisfaction to know that in the development of the electric railway, America leads the world. Three years ago, he said, there were only 13 electric roads in the United States, while now there are over 400, with a capital that exceeds \$75,000,000. Pittsburg, he stated, stands eleventh in the number of miles of track, having 168, while Philadelphia leads

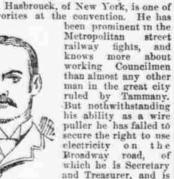
The Executive Committee in its report favored the establishment of mutual benefit associations.

The Treasurer's report showed the ceipts of the year to have been \$7,122 70, and the expenses \$5,380 64, leaving a bal-ance on hand of \$1,742 06.

There is no one connected with or represented at the Street Railway Convention whose name carries so much weight and special interest as that of Thomas A. Edison. He had promised to himself attend the convention, and it was expected up to the last moment that he would do so; but important experimental work prevented him from doing so. In talking with one of Mr. Edisons officers, the following interesting points were brought out:
"Edison," he said, "is a man of such

"Edison," he said, "is a man of such varied attainments and peculiarly interesting character, that I scarcely know in what particular way to speak of him just now. He is seen so little in public and communicates so very seldom with the outside world that it is hard to determine just exactly what he is working on specially at present. He devoted his summer vacation to experimenting on his summer vacation to experimenting on his new mining schemes at Ogden N. J. What he called his vacation was work of 15 or 16 hours a day in the wine where his ore separator was running. As he was going to dinner a few days ago a representative of the mining paper requested the privilege of taking a photograph of the inventor. The result is given herewith.

A Plea for Electric Roads. D. B. Hasbrouck, of New York, is one of



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about working Councilmen than almost any other man in the great city ruled by Tammany But nothwithstanding his ability as a wire puller he has failed to secure the right to use electricity on the Broadway road, of which he is Secretary

John G. Holmes, therefore putting in a cable road. "It is a mistaken idea in New York," he said yesterday, "that electric roads are instruments of death, second only to cannon or musketry Very few have been killed, and the majority who have were employes of the electric companies met death through their own carelessness. The majority rules, however, and when we could not get an electric road privilege we did the next best thing

and adopted the cable system.
"The future of electricity is painted too Include of electricity is painted too brightly, however. I think it will be a long time, if it ever succeeds, before the storage system will be practical. In the first place the road beds now used would not stand the wear and tear caused by ears supplying their own power and it would be necessary to put down heavier rails. This would be a great expense and as long as trolleys and overhead wires are allowed it would hardly be done. Pittsburg, I see, is an electrical city both in its street railway system and the get-up of the people. I like the town and anticipate a pleasant convention."

Mason Dentes Any Quarreling. W. R. Mason, general manager of the Electric Merchandise Company of Chicago, is one of the promoters of the World's Fair and was busy yesterday booming Chicago and its coming show. "There is no quar-reling among us." he said, "and reports to the contrary are started by people in rival The contest there was over a site cities. has been amicably settled, and all are working in harmony to make the fair the world's greatest success. There are 3,000 men vorking on the grounds now and crews are kept busy 24 hours every day and 7 days in the week. If you look at the work in the morning and then go back in the even-ing, you would not know that it is the same place. The changes are as rapid as in Western cities that grow up in a day, but unlike the latter the work on the World's Fair grounds is substantial. The foundations are solid and in every feature the structures are being put up in such a way that no one need be afraid of a collapse.

"The buildings will be covered on the outside with a substance called staff that has the appearance of stone. The pieces are molded together and will last about seven years. It is a little bit deceptive, but Americans are noted for fooling foreigners and if we can make them believe the buildings are made from stone the glory of Chicago and the country will be so much

the greater.

Why the Loans Are Asked. "Outside cities are making a great deal of fun of us because we are asking for a \$5,000,-000 loan from Congress. As a matter of fact no one has any idea the money will be given, and it is asked for simply to stir up contributors and make them believe the money is badly needed. If Congress grants-it so much the better, but I have it from high authority that nothing of the kind is expected. It is simply a trick that Chicago people have learned in sharp real estate

business while booming new towns in the city limits. "Another thing which speaks highly for

can pay freight and still make as low rates as Chicago firms is a big feather in Pitts-burg's cap. I am a frequent visitor to the city and speak knowingly when I say that it is one of the livliest manufacturing towns

in the country."

Another Illinois man whose fame is national is H. R. Woodward, Vice President and General Manager of the Central Railway Company, of Peoria, Ill. The road was completed in September, 1889, and was the first in Illinois to adopt electricity. Mr. Woodward is a firm believer in the mysterious current and thinks its future has not yet been imagined. He was instru-mental in having it adopted by the road he represents and takes laudable pride in the company's success. The storage system, he says, will be in universal use before long, if some other electrical arrangement does not spring up to take its place.

Supply Men Enthusiastic, E. V. Cavell, general manager of the Street Railway News, said yesterday that the present convention is the largest and that dele-

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gates and supply men are more enthusiastic than at any other he ever at-tended. "There is only one fault to find," he said, "and that is with said, "and that is with regard to the room. It is all right to have a floating exposition, provided there is enough space, but this thing of scattering exhibits over the greater part of the earth is not a howling success." There should success.

success. There should be one big exposition hall where all the dis- D. F. Henry. plays could be put in their most attractive form and arranged in such a way that they could be seen in a reasonable length of time. Every person is pleased with Pittsburg, however, and all are anxious to see its works and manufactories." factories."

Another prominent man in attendance is John Harris, of the Cincinnati Consolidated Company. He has been a street car man since 1862.

The Steet Railway Journal is getting out a daily morning edition during the convention. The Street Railway News publishes an evening edition. A motion was passed last night to have a committee of seven suggest the next meet-ing place and nominate officers.

The annual banquet will be held to-night.

An invitation was received from the West-inghouse works yesterday to visit Wilmerd-A GREAT PATENT SUIT.

Millions Involved in One of Edison' Patents. Now that the convention is at its height,

and the conflict between the various inter-ests is hottest, many nice points are brought to light which otherwise would never have been noticed. In the operation of every electric road it is necessary to use what is technically known as "the feeder," being a wire run from the dyname to different points of the line to

supply the electric current. This divides the line into sections, keeping the current at its proper voltage, and enabling the system to operate even though one section may become disabled. come disabled.

This feature of electrical distribution was early discovered by "Wizard" Edison in his work on electric lighting systems, and with his usual foresight he obtained a broad

patent on it.

Edison has been described as "the young man who kept the Patent Office hot with his footsteps." His faith in our patent laws

lead him to secure hundreds and even thousands of patents for all manner of devices and features, so that to-day late comers into the electrical field are confronted with Edison "fundamental" patents which give them much concern. The value of "the feeder" principle in street railway work was early recognized by the various systems operating electric motors. In Boston the West End Railway were compelled by the alternative of bankruptcy to adopt the Edison feeder, which resulted in a suit for damages. This suif involves millions of dollars; in fact, the destiny of street railway work, and if successful will give Edison as substantial a monopoly of railway work as his incandessert natent will give him control of the

descent patent will give him control of the electric lighting field. Here in Pittsburg the Duquesne Traction Company have been forced to use this principle. While Edison has not brought suit in this instance, he is confident of a victory in other localities, and can then obtain injunctions against every one using his

patent. Said one of the counsel for the defense, at a recent hearing: "This patent is even more sweeping than the filament patent. Should it be sustained Edison will be proprietor of every important feature of modern electric work."

This exceedingly valuable feature may be seen by anyone who will take the pains to look on the streets where the electric cars run. It is the large wire (or wires, where there are two feeding different sections,)running parallel to the trolley wire, but not connected to it. These wires carry the cur-rent to different points along the line at its full force, securing an even distribution, and delivering to the cars a greater percentage of the power generated at the than you can on a system in which the trolley wire carries all the electricity used

EDISON'S GREAT EXHIBIT. Apparatus of Special Interest to Railway Men.

Edison, having secured the most attrac-tive position for his exhibit on the ground floor of the Monongahela House, he stalled some of his most approved railway

apparatus,
The full-sized car truck operated by his new single reduction improved motors is especially interesting. Only those who know the advantages of noiseless run-ning, few gears and the least weight for the power produced, can thoroughly appreciate what this exhibit means to railway practice

and development.

The new controlling table for power station work shown in the Edison exhibit is of a special interest, both from its perfect mechanical construction and its electrical details. In this one piece of apparatus are placed all the indicating and measuring instruments, as well as the resistance coils for regulating the pressure. This greatly simplifies the work in the power station, and secures a reduction in the cost of installing a railway plant. Directly over this table is the large sign of the Edison Company, consisting of 600 miniature lamps, which make a perfect blaze of glory.
In another corner of the room is seen a

working table for litting and transferring motors. It is used in the car-pit, and is underneath the car, the table being raised up by means of crank handles until it takes the weight of a motor. The fittings are then unshipped, and the motor lowered clear of the wheels, the table run under a crane, and the motor removed. These tables are made of widths suitable for any gauge, and, if desired, can be made to run

Standing modestly to one side is to be found a miniature Edison dynamo of the standard type. The catalogue of the Edison company includes motors of all horse from one-half to one thousand. Through all the improvements which have been made in electrical work, it is a notable fact that the Edison dynamo retains its original form as designed by Mr. Edison more than 11 years ago. The immense field magnets, and the position of the amature, secure the highest known efficiency namely, over 90 per cent. In railway work this type of dynamo is especially valuable. The compound winding of the fields secures automatic regulation, and the patent self-oiling bearings reduce to a minimum the attention which is necessary for their operation. There are at present more than half a million horse power in Edison generators already installed in the United States, and

Y. Twenty-three immense buildings are shown, while surrounding them on all sides are the railroad tracks of the New York

Central. In this immense factory the Edison Company manufactures a complete line of rail-way appliances, so that it can equip a street railway from the power plant to the most remote end of the line, with the exception of the rails and cars. This enables them to sell their apparatus to customers at a better price than would be possible where several price lists and catalogues of various com-panies had to be relied upon to complete an

installation.

The monogram of the Edison Company,
"E. G. E. Co.," in various colored miniature
lamps over the entrance to the exhibit invites the passerby to examine the ap-paratus that is shown, and there are very few who fall to take advantage of this opportunity.

Exhibition of the Jewell Belting Company, of Hartford, Conu.

This company have on the exhibition boat J. M. Gusky a very fine collection of rail-way dynamo belts. Among them is a 48-inch double for the Toledo Electric Rail-way Company, of Toledo, O. This company have furnished a great many belts for central and isolated stations in different part of the country. They have special facilities for obtaining the finest selection of leather for dynamo belts for light and power work, as they are one of the largest beltmakers in the United States as well as tanners. This company has made the heaviest leather belt. This company have on the exhibition boat company has made the heaviest leather belt in the world, weighing 2,780 pounds. A picture of this belt can be seen in their exhibit.

AN INVITATION

To Visit the Most Wonderful Exhibits of the Street Railway Convention.

The Westinghouse Electric and Manu-facturing Company invites everybody interested in electric street railway motors to visit their exhibit on the J. M. Gusky, at the foot of Smithfield street, where the company shows the double reduction, the company shows the double reduction, the single reduction and the gearless motor in active operation. The single reduction motor is running in a tank filled with water. The Westinghouse Company has absolutely solved the problem of operating its system under all conditions of weather. In snow and slush, rain or sunshine, the Westinghouse motor always gives the same high efficiency that has established the reputation for that system as being the most popular, the most superior and the ideal system of modern rapid transit. The gearless motor is the only one of its kind that can with justice lay claim to the fact of being a gearless motor indeed. A visit to the grand exhibit of the Westinghouse company at their works, on Garrison alley, will be of the greatest advantage to any street rail-way man. A complete equipment of motors, generators and all other car and power house appliances always in full

Examine Improved Barrett Jacks. Street car and track jacks, barge J. M. usky. FAIRBANKS, MORSE & Co., Chicago, Sole Agents.

EXAMINE Bryant's portable rail saws; H. A. Williams Manufacturing Company's BRYANT & BAILEY,
Agents, Boston, Mass. steel oilers.

RULING A MINE WITH A PISTOL.

in Ousted Manager Disarms a Guard an Takes Possession Again. ALBUQUERQUE, N. M., Oct. 21 .- At the mining camp of San Pedro, about 45 miles from this city, fears of bloodshed are entertained. About two weeks ago S. P. Conger, the discoverer of the rich Sau Lazarus mine, was in Milwaukee and attended a meeting of the stockholders of the mine. Observing that they intended ousting him, he pulled a pistol and compelled the recalcitrant mem-bers to vote in about the way he wished. He then started for New Mexico, but before reaching San Pedro the Milwaukee stock-holders held another meeting and tele-graphed Mr. Newberry, the bookkeeper at the mine, to take possession as manager of the property and hold it by force of arms, if

When Mr. Conger arrived he was tonished to find a new manager in his place and an armed guard over the made several threats about taking the lives of the guards. Yesterday he saw an oppor-tunity, foreibly disarmed a guard, and, with the cocked revolver, drove Mr. Newberry and his armed force off again, taking posses sion of the mine and works. Mr. Newberry is here to-day and has wired the situation to Milwaukee.

PERJURY AND MALFEASANCE.

The California Legislator, Recently Whitewashed, Arested on Serious Charges.

SAN FRANCISCO, Oct. 21 .- The grand jury this afternoon reported to Superior Judge Wallace, finding two indictments against Assemblyman Elwood Bruner, of Sacramento. One indictment charges Bruner with perjury committed while giving testimony in the grand jury room. The other indictment charges Bruner with malfeasance in office during the last session of the Legislature. The malfeasance consisted in killing a bill providing for cinching cut-rate ticket brokers, particularly in the case of Ticket Broker Ottinger, of this city, who accuses Bruner of attempting to blackmail

him out of \$1,000. Judge Wallace ordered bench warrants issued for the arrest of Bruner, which was immediately done. Bruner is the Assemblyman who was charged with selling positions on the San Francisco police force. A Legislative committee investigated the case and returned a majority report of guilty with extenuating circumstances. The Legisla-ture refused to receive the report of the committee, and so vindicated Bruner.

F. C. HUTCHINSON BETTER.

The Doctors Have Hopes of His Final Recovery.

Assistant Cashier William Montgomery, of the Allegheny National Bank, has received cheering news concerning the condi-tion of Cashier F. C. Hutchinson, who was thought to be fatally injured in Colorado. Telegrams yesterday from E. L. Hutchinson, brother of the injured man, and H. S. Hill stated that Mr. Hutchinson's condition was somewhat improved and his physicians had hopes of his recovery.

History of the Early Postal Service. The Postoffice Department at Washington is endeavoring to secure an account of the

early days of the postal service in Western Pennsylvania, when the mail boys and stage conches ruled the road. The work has been placed in the hands of J. C. Porter, Secretary of the Western Pennsylvania Histori-cal Society. He is well fitted for the task, as, in addition to having taken a deep in-terest in the tales of the times that are past, he was a mail boy for many years on the route between Beaver and New Castle. The department wants all sorts of reminiscences anecdotes, pictures or anything else pertaining to the service. Any of the old residents of the Western part of the State knowing of anything of this kind are requested to communicate with Mr. Porter. His address is

Twenty-second ward, Pittsburg. Snaman's Condition Is Unimproved. The condition of Mr. Snaman, who was burned during the fire and explosion at his store in Allegheny on Tuesday, was not improved in the least yesterday. He is still at the General Hospital unable to be removed, and last evening he became very sick and his physicians held a consultation on his condition. No apprehension is felt nowever, over his ultimate recovery. Mr. Hilliard, the Allegheny Heating Company employe, who was also severely burned, was considerably improved.

Children's and Misses' Ulsters In stylish, plain and fancy cloths, latest cuts JOS. HORNE & Co.'s Penn Avenue Stores

SEARLES IN THE BOX

Delicacy Prompts Him to Object to a Marriage Settlement.

TWAS LIKE BUYING A HUSBAND.

His Will of Same Date as the One in Contest Put in Evidence.

LEAVING ALL PROPERTY TO HIS WIFE

SALEM, MASS., Oct. 21 .- The hearing in the Searles will case was resumed this morning, with Edward F. Searles on the stand. At the opening Mr. Burley, for the contestants, asked Mr. Searles if he knew why Timothy Hopkins had not been notified before November 5 of the proposed marriage, and he replied that he never dictated to Mrs. Hopkins in anything in re-

gard to her son. He first heard of a marriage settlement from Mrs. Hopkins. Witness objected to a marriage settlement after the English style, as it looked too much like buying a husband. Witness did not read the paper when it was signed; was told that it was a marriage settlement, but knew that it could not impose any giving by him to her, as he had nothing in particular to give by a marriage settlemext. His wife probably knew of its contents, as she had caused it to be made. He did not know whether there had been anything paid as compensation for trustees under this marriage settlement. Witness never opened a letter ad-dressed to his wife before marriage, and none without her permission since.

HER RELATIONS WITH MR. STILLMAN.

Mr. Burley here called for the diaries kept by Mrs. Searles while in Europe. Mr. Stillman came to Methuen on their return and saw Mrs. Searles on business matters. At the time of the marriage the witness had heard Mrs. Hopkins speak of peril to her property, and wished Mr. Stillman to go to California to look the matter up. His report after their return was that the property was in good shape.

The first suggestion of the co-partnership came from Mr. Stillman at the suggestion of Mrs. Searles, to the effect that she would like some arrangement made to manage her business. Witness did not read the co-partnership papers, as he had confidence in the party that drew them. His wife never, to his knowledge, took independent advice in regard to the matter. Witness knew that some of the California property had been deeded to him, the deeds running direct from his wife, although unrecorded deeds of the same property were in exist-

SPOILS FOR THE LAWYERS.

Witness did not understand that the lawyers were to have \$65,000 a year in any event, but that they were to have 10 per cent of the income. He understood that the 10 per cent for the attorneys of both the assets and income of the partnership

was for their service. Mr. Burley put in evidence the will of Edward F. Searles, made on the same date as that of his wife, now in contest, July 16, 1888. It left all his property to his wife. All the real estate, witness stated, was in his name, but the deeds were unrecorded. He had not attempted to transfer them, and had made no papers or declarations of trust in regard to them since his wife's death, and the matter had not been discussed in

his presence.

He did not know of his wife signing more than one codicil to a will after her marriage, and no other wills than those shown. It was suggested before they left for Europe that the deeds be made to wit-ness. He did not make the suggestion, and did not know who did. The papers were executed before they left, as Mr. Stillman was to go to California to look up the prop-

erty.

The letter received at Nice with the deeds was produced. The letter gave as a reason for making the deeds that as the title was in Mr. Stillman and the insured title was not, he had a repugnance to re cording the marriage settlement.

ANOTHER WILL INTRODUCED.

A will of Edward F. Searles, dated No vember 22, 1887, was introduced. It left the income of a sum sufficient to yield \$10,-000 a year for the support of his mother, and the residue to his wife. The trustee and executors were his wife, T. E. Still-man and T. H. Hubbard. The letters from Stillman and Hubbard, Mr. and Mrs. Searles were here offered, and occupied the remainder of the afternoon. Most of them were of no particular interest. The first, dated February 11, 1887, from Mr. Stillman, when in California, estimated Mr. Searles property, exclusive of the great Barrington estate, at \$50,000,000, counting the indebted-ness of the Western Development Company and the Pacific Improvement Company at the face value.

HARSH RESOLUTIONS MODIFIED.

A Lively Discussion Adds Interest to the Missionary Association Proceedings,

CLEVELAND, Oct. 21 .- There was an in creased attendance at to-day's session of the American Missionary Association. The Committee on Conference reported a series of resolutions touching upon the various branches of the work. The report was accepted, but when Dr. Vose moved the adoption of the resolutions, a lively discussion ensued. Two of the resolutions implied censure of the Corresponding Secretaries for lack of cordiality with missionaries in the field, and to this objection was raised. The discussion resulted in the modification of the resolutions.

after which they were adopted. Dr. Wolcott Calkins, of Massachusetts, submitted the report of the Committee on Church Work, which contained a recommen dation in favor of compelling all churches that could possibly be made self-sustaining to support themselves without aid from the Association. The report of the Committee on Educational Work was submitted, and Dr. L. S. Rowland made an address setting forth the pressing needs of that work. This evening's session was devoted to work in

YESTERDAY'S HOTEL ARRIVALS.

Monongahella—Smith P. Gault, St. Louis; F. A. Barbey. Boston; W. W. Bean, St. Joseph, Mich.; R. A. Cochran, Maysville, Ky.; C. B. Kidder, Terre Haute; William McKennie, Toronto; R. H. Smith and wife, Lexington: V. Cronyn, London, Ont.; E. C. Stark, Oneida; Reid Carpenter, Mansfield; W. R. Kimball, Ft. Wayne; Henry Cochran, Chester: C. E. Carpenter, Memphis; N. G. Miller, Norfolk.

Duquesne—D. O. Gehr, Chambersburg; H. H. Littell, Buffalo; E. J. Cook, New York; E. Merriman, Detroit; D. W. Sullivan, Brooklyn; D. T. Everets, Boston: A. G. Hetherington and wife, Philadelphia; General D. M. Gregg, Reading; Thomas J. Stewart, Norfotown.

Anumson—D. A. Melden, Auvora, George

Anderson-D. A. Helden, Aurora; George Anderson—D. A. Belden, Aurora; George E. Maltby, Jamestown; J. S. Ryan, Ft. Wayne; F. B. Smith and A. H. Rogers, Springfield, Me.; H. Holton Wood, Birmingham, Eng.; William B. Vansize. Plainfield, George Bullock. Cincinnati; J. B. Ford and wife. Altoona; H. C. Enos, Boston.

Schlosser—Charles W. Mason. Cleveland: James R. Chapman, Grand Rapids; La Fayette Cole. New York; J. A. Kelsey and wife, New Haven; C. B. Osgood and wife, Atlanta; W. H. Weiss and W. J. Ballard, San Antonio, Tex.: Andrew Radel, Newark; J. A. Cadwallader, Titusville; H. H. Windsor and wife, Chicago.

A. Cadwallader, Titusville; H. H. Windsor and wife, Chicago.
SEVENTH AVENUE—C. T. Chapin, Rochester; James H. Cox, Washington, D. C.; C. B. Hippee, Des Moines: Charles S. Cook, Chicago; W. P. Read, Salt Lake City; E. J. Robinson, St. Louis; J. S. McElroy, Philadelphia; General J. K. Seigfried, Pottsville: Chairman James Kerr, Clearfield; G. W. Overholt, Mt. Pleasant; E. B. Mastick and wife, San Francisco; J. A. Searight, Uniontown.
St. James—B. F. Sullivan, Bradford; A. D. Henderson, Oil City; A. D. Henderson, Rimersburg; P. Weish, Columbus; Jacob Snyder, Wheeling; H. N. Huntington and wife, Franklin; C. B. Clegg, Dayton; D. J. Clegg, Youngstown.

Wife, Frankin; C. D. Clegg, Paylon, Clegg, Youngstown. St. Charles-H. M. Douglass, South Bend; W. L. Malov, Montgomery; W. J. Conchant, Versailles; E. H. Cotterille and H. M. Camp-bell, Detroit; Huton T. Norton, Ann Harbor; James Moore, Cadiz.

Gentral—G. W. Emmett, Albany: C. R.
Durbin, Denver; W. F. Van Dorn, Lincoln,
Neb.: L. C. Tuttle, Baltimore; John Lee,
Owensboro, Ky.: R. P. Holliday, Girard;
Daniel Cohn, Buffalo.

People Coming and Going.

Ex-Congressman George W. Massey, of Delaware, passed through the city yesterday going home from Chicago. He is a member of the World's Fair Board of Reference. He says it has been decided to send a committee to Spain. Portugal, Italy, the Dannibe provinces and Northern African States to work up interest in the exposition. George H. Welshons left on the fast line last night for New York to attend a meeting of the Fish Commissioners from New York. Pennsylvania, Ohio, Michigan, Ontario and Quebec to arrange international laws governing the fisheries bordering along the St. Lawrence river and the lakes.

Dr. Cooke, a London Methodist, was in the city for a short time yesterday going West. He says the Ecumenical Congress has made it possible for the 30 branches of the church to form an alliance. He was pleased with the work of the congress and the good feeling displayed.

Judge Cooke and family, of Cookesburg, left yesterday for Old Point Comfort, where they will spend the winter. The Judge has been here for some time under treatment and his physicians are glad to inform his many friends that he is greatly improved.

Colonel James Glenn and Captain John W. Nesbit returned from Huntingdon last night where they had been attending the reunion of their old regiment, the One Hundred and Forty-nineth Pennsylvania Vol-

Colonel Spangler, who made quite a ecord at Johnstown with the relief corps, bassed through the city last evening on his way from Chicago to Philadelphia.

Charles G. Brown, General Manager of the Penn Incline Plane Company, leaves Thursday morning on a trip to Harrisburg, Philadelphia and New York. Ticket Agent Wood, of the Lake Erie road, on the Southside, has returned from a crip through the Eastern States.

Charles Chadman of the Thomson-Houston Company left for his home in Philadel-phia inst night on the fast line. Superintendent Ehlers, of the Allegheny Department of Public Works, got back yes-terday from the East.

Eugene Fields, of the Chicago Nacs, assed through the city last night on his ray to New York. Captain B. W. Carskaddon, of the Penn-sylvania Railroad, went to Philadelphia last

Mr. A. Wildberg, of Buffalo, is in the city looking for a business location.

General Beall, of Washington, was a passenger going West yesterday. Captain S. S. Brown left for Cincinnati

Pittsburgers in New York.

on the limited last night.

New York, Oct. 21 .- [Special.]-The following Pittsburgers are registered at the leadhotels: H. W. Burke, Hoffman; F. L. Clark, Hoffman House: M. L. Hall, Metropolitan Hotel; S. P. Harbison, Brunswick S. B. McCormick, Brunswick: J. Queke, Houman House; W. H. Bradley, Metropolitan; E. E. Brosius, St. Nicholas; C. A. Carpenter, St. James; D. B. Colton, Grand Union: G. Cramer, Astor House: A. V. Davis, Hotel Metropole; T. K. Hackett, Hoffman House; J. R. McCurroy, Westminster; J. H. McElvoy, Gilsey House: Mrs. Nimick, Westminster; D. G. Stewart and wife, St. James; C. O. Wood, International.

Shot an Ex-Convict and Escaped.

COLUMBUS, Oct. 21 .- [Special.] -- George Snyder this morning shot and killed Ollie Hand, an ex-convict, and then escaped, it is thought going to Chillicothe, his former home. Snyder and Mrs. Eline Corbett were to be married next month. Mrs. Corbett last evening attended a wedding next door, to which Snyder was not invited. At 3 o'clock this morning Mrs. Corbett came home and was upbraided by Snyder for being out so late, and proceeded to pull her into the house. Hand, with others, saw the performance, and went to the relief of Mrs. Corbett, when he was shot by Snyder with a big navy revolver, the ball taking effect in the head. He died almost instantly.



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When you first ask for HE-No, you will more than likely have first to decline the other ordinary kinds. Be firm, however, and take no substitutes. When such dealers find that you know your wants, and want your way, they will help you have it. We send free, on request, an illustrated book about Tea, which people are apt to read from cover to cover: Send for it to-day.

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TWENTY DOCTORS FAILED

To Even Relieve Mr. Hahn. His Lungs Were Diseased, Lost 30 Pounds of Flesh, Afraid of Consumption.

Cured Over One Year Ago by the Specialists of the Catarrh and Dyspepsia Institute, 323 Penn Ave., Pitta.

30 of His Neighbors and Friends Since Ap-

plied for Treatment. THEIR CURES ARE PERMANENT,

Almost everyone at Sharpsburg and vicinity knows Mr. Fred Hahn. He is atso well known throughout Allegheny county and Western Pennsylvania.

Many people know how he had suffered for so long a time from catarrh, dyspepsia and a diseased condition of his lungs. His stomach gave him an endiess amount of trouble, He had belohing of gas from his stomach after eating, sour taste, and often feit like vomiting his food. His appetite was poor, and as his liver was much enlarged it gave him great pain, In fact, he would often be taken with such sharp cramps and pain across his stomach and bowels it seemed as if he could not live. He had palpitation of the heart, dizziness, weakness and pain across the small of his back and a numb, lifeless feeling in his limbs. He could get but little sleep, and as every change of the weather gave him cold, he took on a lingering cough. His breath became short and he felt pain and soreness in his lunus and under his shoulder blades. Nightsweats weakened him very fast, and he gradually grew worse until he lost 30 pounds of fiesh. Having a wife and two small children whom he dearly loved depending on him for a living, and having spent all his money in doctoring to no avail, not being able to work, he became discoursed.

became so mel-ancholy that he would feel would feel tempted to jump into the river and thus end his

and thus end his sufferings. One day he noticed in the paper an account of a patient who had been cured by the catarrh specialists at 232 Penn avenue of conditions that seemed similar to his of to call on these specialists. own. He resolved to call on these specialists. own. He resolved to call on these specialists. He did so, and was told that he could yet be cured. Although he had but little faith, he resolved to try once more, and after taking a course of treatment became cured. It is now over one year since he became cured. He says: "The above history of my disease and cure is true in every respect. I had received treatment from 20 physicians, yet gradually grew worse, and for one year before beginning treatment with these plysicians I was scarcely able to do any work. I feel well and strong, and words do not express the joy that I feel that my life has been spared and health restored. I hereby sign my name.

sign my name. "FRED HARN." Remember the Name and Place, The Catarrh and Dyspepsia Institute, 323 Penn Avenue, Just Below Fourth Street, One

Mr. Fred Hahn.

Block From Exposition. Dr. Grubbs and associates hold special con-sultations Tuesdays, Thursdays and Satur-

days.
TERMS FOR TREATMENT: \$5 00a month and upward. CONSULTATION FREE Office hours, 10 a. n. to 4 p. m., and 6 to 8 p. m. Sundays, 1 to 4 p. m. Patients treated successfully at home by correspondence. Send two 2-cent stamps for question blank, and address all letters to the

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Or the Liquor Habit Positively Cured by Administering Dr. Haines' Golden Specific.

It is manufactured as a powder, which can be given in a glass of beer, a cup of coffee or tea, or in food, without the knowledge of the patient. It is absolutely harmless, and will effect a permanent and speedy cure, whether the patient is a moderate drinker or an alcoholic wreck. It has been gives in thousands of cases, and in every instance a perfect cure has followed. It never falls. The system once impregnated with the Specific, it becomes an atter impossibility for the liquor appetite to exist. Sepage book of particulars free. To be had of A. J. RANKIN, Sixth and Penn av., Pitisburg. Trade supplied by GEO. A. KELLY & CO. Allogheny agents, E. HOLDEN & CO., 63 Federal st. 192-30-TTS

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