

THE RAILROAD WARS.

Electricity Not as Hard on the Point Bridge as Horse Cars.

Big Rentals Paid by the Line.

Philadelphia Company Knocked Out on the Negley Extension.

MR. EVERSON'S ASSAULT PUNISHED.

The report of James S. Young, as master in the case of the Pittsburgh and West End Railway Company against the Point Bridge Company, was filed yesterday. The suit was brought to compel the bridge company to allow the plaintiff to construct its proposed electric line over the Point bridge.

Not as Hard as Horse Cars. An examination of the testimony of the expert witnesses on both sides will show that the vibrations, caused by the hauling of heavy weights over the bridge by means of animal power, are a greater stress and more destructive to the bridge structure than would be the propelling of an equal weight by means of a steadily applied force such as electricity.

Continuing the master recommended the addition of a second wire to the "bird rail" for use on the bridge. He also specified the manner in which the wires should be strung across the bridge. As to the amount of tolls to be paid by the railway company, he made a comparison with the tolls paid by other companies to bridges and fixed an equitable figure \$6,000 a year to be paid by the West End Company.

Big Yearly Increase.

In 1891 the company carried over the Point bridge 1,388,653 passengers. Since 1887 the ratio of increase has been 10 per cent. The number of horses and mules used to transport passengers carried over the bridge has increased 105,625 each year. In the statements given for comparison it was shown that the Pittsburgh, Allegheny and Rochester Company, for 26 cars, carried 10,500 passengers a year, says the Sixth Street Bridge Company \$8,000 a year during the reconstruction of the bridge and will pay \$10,000 a year afterward. The Pittsburgh and Birmingham Company, for 29 cars, averaging 11 trips each daily, pays 15 cents per trip per car. The Union line pays \$2,500 a year to the Union bridge. Heretofore the West End Company paid \$5,000 a year for 14 cars making 10 trips each daily.

MUST TAKE UP THE MAIN.

The Philadelphia Company Knocked Out on Negley Avenue Extension. Judge Collier and Magistrate yesterday confirmed the report of William E. Schell, Jr., as master in the suit of Sarah C. King and others, heirs of Alexander King, against the Philadelphia Company. The exceptions to the report, numbering 32, were dismissed, the master complimented on his able review of the case, and a mandatory injunction against the Philadelphia Company granted in accordance with the finding, compelling the company to tear up its gas main from Negley avenue, Nineteenth ward. The suit was brought to compel the company to remove its 24-inch main from Negley avenue extension where for a distance of 800 feet it runs through the plaintiff's property. The main, it was claimed, was a standing menace and injured the property.

TRUE BILLS FOUND.

But Some of the Charges Were Ignored by the Grand Jury. The grand jury rendered the following true bills yesterday: Joseph Kossalko and Frank Pucher, libel, eight cases; Rebecca Alzoe, Jennie Kist, Charles Rodgers, Samuel Whitehouse, Agnes Young, illegal liquor selling; Sarah Berry, G. F. Moore, Mary Wehan, Catherine Welsh, larceny; J. H. McManis, W. J. Murphy, false pretense; Isaac McCloskey, Joseph McCloskey, Daniel Sailor, Edward Wilson, Henry Wallace, William Wedel, assault and battery; John Warfield, John Wilson, aggravated assault and battery; Karl Wach, fraud.

SOAKED FOR \$500.

McCullough sold Peter Penman Lignar and He Fell Off a Bridge. A verdict of \$500 for the plaintiff was given yesterday in the case of Mrs. Anna M. Penman against John McCullough. The suit was for damages to the death of Mrs. Penman's husband, Peter Penman. It was charged that while he was at McCullough's house the latter sold or furnished him liquor and Penman became intoxicated. On his way home from McCullough's house in Lower St. Clair township he fell from the bridge over Beck's Run and was fatally hurt, dying a few days later. McCullough, it was claimed, was liable for his death.

DEMANDS PAY FOR INJURIES.

A Little Girl Wants \$2,000 From a Driver for Crashing Her Foot. Suit was entered yesterday in behalf of Katie Wittmer, aged 7 years, against T. M. Shauer, a driver for the Pittsburgh Beef Company, for \$2,000 damages. It is stated that the girl had her foot run over and crushed by Shauer's wagon at the corner of Penn avenue and Sixth street.

To-Day's Trial Lists.

Criminal Court—Commonwealth vs George Parker, Steve McClaughlin, John A. Kroll, Louis Weaver, John Patterson, Reinhard Gross, Joseph Shambert, Fred Boehme, James Ka, Thomas Kirkup, Mary King, John Marsialis, John N. Beck (2), Joseph H. King, David Maddon, Robert Henry, George Hamilton, John W. Schindler, Joseph Turner, Albert Hallowell, William Lutz, Adam Hall, Robert Middleton, James Thompson, John W. Adams, Steinha, W. Knopier, Samuel Kaplan, Steve Travis, George Platt, John Hittcker, Wm. McKenna, Daniel McGonley, Medusa Soudier, Jacob David, Henry Jackson.

Common Pleas No. 1—Salmon vs Salmon, Hazlett vs Duquesne Traction Company, Warner & Co vs White, Schaffner vs Harrison, Buchanan vs Buchanan, Baker vs Neal & Bro. vs Union Ice Company, Fisher vs Tuley, Philadelphia Company vs Pennsylvania Water Company, Selentje vs Thomas.

Common Pleas No. 2—Lofkin vs Hoelscher, Fairbrock Co vs Bechtelot, Sample vs West Penn Railway Company, Volts & Co vs McGee, Lofkin vs Poesy et al, Schmidt vs Schmidt, Wiley vs Moyer.

Common Pleas No. 3—Gerner vs Grandunsky, Hildans vs Jenkinson, European Exports Company vs Conway, Duray vs Beckert, Antonoff vs Jolly, Bropan, Davis

CHESS.

Communications should be addressed to the Chess Editor, P. O. Box 80.

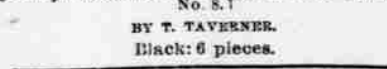
The Pittsburgh Chess Club meets at the Pittsburgh Library, Penn avenue.

The Atlantic Chess Club meets at St. Miller's Hall, North avenue, Monday and Thursday evenings.

Solvers who understand the German notation are requested to see it.

PROBLEM NO. 24. (First prize, ex aequo, Hackney Mercury Tourney No. 1.)

By T. TAVENNER. Black: 6 pieces.



White: 9 pieces. White mates in two moves.

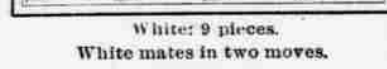


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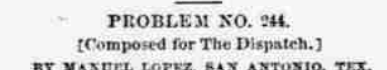


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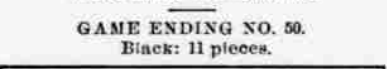


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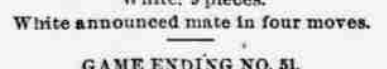


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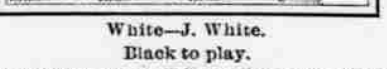


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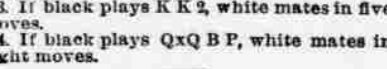


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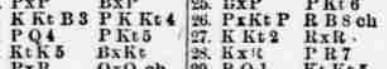


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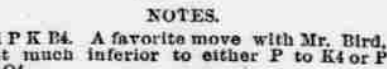


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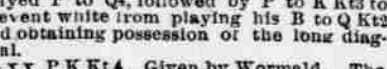


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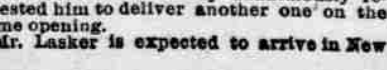


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CHICKEN CHECKER TOURNAMENT.

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ALLEGHENY CHECKER TOURNAMENT. This tournament will commence on Monday evening, October 10th, at the McKim Hotel, 7th Street, Pittsburgh, Pa. It will be held in the main parlors of the hotel, and the drawing by lot for the players to play their series within a given time will be held there.

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PITTSBURGH AND LAKE ERIE RAILROAD.

Company, Schedule in Effect May 12, 1892.

Trains will leave Union Station, Pittsburgh,

Table with train schedules for Pittsburgh and Lake Erie Railroad, listing destinations and departure times.

WHITE STAR LINE.

For Queenstown and Liverpool. Royal and United States Mail Steamers.

NEW YORK INMAN LINE.

For New York, Queenstown and Liverpool. City of Paris and City of New York.

INTERNATIONAL NAVIGATION COMPANY.

For New York, Queenstown and Liverpool. City of Berlin, Wednesday, Oct. 5, 4 p. m.

ANCHOR LINE.

For Glasgow via Londonderry. Rates for Season Passes.

ALLAN LINE.

GLASGOW TO PHILADELPHIA VIA BERRY AND GALWAY. The most direct route from Scotland and North and West of Ireland.

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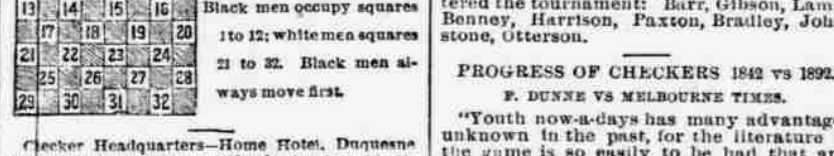
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THE GAME OF DRAUGHTS.

REFERENCE BOARD. Black men occupy squares 10 to 12, white squares 21 to 23. Black men at 15 ways move first.



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