THE WORLD OF ELECTRICITY.

Some Interesting Experiments in the Lighting of Railway Trains.

A VERY POWERFUL SEARCH LIGHT.

The Steamer Connecticut Can Locate Vessels Two Miles Away-Electric Headlights for Locomotives-A Long Distance Telephone.

The paper read by Mr. M. B. Leonard at the meeting of the Association of Railway Telegraph Superintendents is worthy of more than casual notice. It deals with the use of electric lighting past deals with the use of electric lighting in the service of railways, and treats a wide subject in a very compact and complete manner. The electric light first found its way into favor with railway found its way into favor with railway officials from its great usefulness as a. method of illuminating stations and yards where in many cases there is much night service, and where the need for something more powerful than lamps or gas had long been felt. But it is not troduced, it is perfectly safe to say that many accidents unavoidable under presnewer and more revolutionary ones that Mr. Leonard concerned himself, says the Electrical World, Particularly favorable was his notice of the electric locomotive headlight, which is a comparative nevelty to most of us in spite of the fact that its use had been long ago suggested, and experiments had been tried in various places and with varying degrees of success. From the present account it appears that the difficulties that have heretofore hindered the introduction of the are lamp for headlights have largely disappeared owing to improve ments in apparatus, and that the trials made have been highly satisfactory. For such a use it is necessary to have a lamp powerful enough to illuminate the track for a long distance ahead of the train, and the recent test shows that any serious obstruction on the track, unless in the case of a vevy thick fog, would become visible far enough ahead to stop a train running at the rate of forty-live miles an hour, Such is not the case with the ordinary off headlight, and as higher speeds come into general practice the need of some powerful search light instead of the present lamp will become more and more marked. Another use unfamiliar to most of us is that of the electric light as a signal on switch stands, first ex-tensively introduced by the Southern Pacific railway company. For this pur-pose incandescent lamps to the number of 134 were put in at Oakland, Cal, and the result of several years' experience has been to show that the new system is not only simpler and more trustworthy than the oil lamps that have been pre-viously used, but actually less expensive by an amount not inconsidera-ble. Perhaps the most interesting part, however, of Mr. Leonard's paper is that which deals with the subject of lighting passenger trains. He reviews briefly what has been done in this country and then calls especial attention to the even greater success that has been attained in England. The practice there is very favorably inclined toward a system of driving the lighting dynamo from a car axle instead of from a separate engine. In such a case special precautions are necessary in order to drive the dynamo at the proper speed for charging the accumulators used in connection with it. A frequent method is to throw the o into action by means of a centrifugal governor when a certain speed corresponding to that desired by the dynamo is reached. The arrangements are somewhat complicated, but the results reported are very encouraging, and the amount of attention required is considerably less than that rendered necesary by the miniature central stations, used in our own trains. The objection to such a method of getting power ap-plies principally to American railways, where it was found a few years since that the numerous curves, around which the wheels have a tendency to slide, disarranged the driving gear, and varied the speed in a way that produced no small amount of trouble. Whether the difficulties then met may be overcome in more recent apparatus remains for experiment to determine; but the plan of driving a dyname from the car axle certainly possesses marked advantages in the matter of economy, for the reason that the small engines used in American train lighting have proved to be exceedingly uneconomical, whereas driving from an axle is almost equivalent to getting the power direct from the locomo-

A Powerful Search Light. The steamer Connecticut, of the Prov-Idence and Stonington steamship line, has been equipped with a new Hunting-ton search light, says the Providence Journal. Men have been employed on the big boat for the past few months constructing the light and getting it in running order. They accomplished their task only a few days ago, and now the big Connecticut can forge its way through Long Island Sound during nights when fog dims the eyes of the ever-watchful pilot, without much fear of collision. The wonder is how the Long Island steamers ever managed to

do without the search light. The search light is situated on top of the pilot house and is played on any quarter desired by the pilot within. At his will be can throw the powerful light towards the sky or water, and all by the means of a little wheel with a switch. On a very dark night objects at a distance of two miles away can be seen quite plainly. When log is dense the light is thrown a distance of half a mile. The light, as located on the top of the pilot house, is connected with the regular incandescent system of the boat. By means of a weight that may be operated by a magnet, the steam fog horn of the vessel is brought under the control of the electric current.

In the pilot house there are four switches controlling the current that runs to the search line and the fog horn, and by means of these switches the pilot can start the search light so it will flash at regular intervals automatically, or it may be made to burn steadily, or it may be made to flash automatically at the instant the fog horn begins to bellow and cease to flash when the bellow ceases, or the horn may automatically bellow with the flashing of the light, or the flashing and beliowing may be done alternately or simultaneously by hand. No such use of electricity was ever made before.

The Connecticut's search light was manufactured by the Scott electric works, and is of 5,000 candle power. Steamer Rhode Island's is 4,000 candle

Electric Headlights for L comotives. The electric headlight for locomotives, to which we have briefly referred, re-flects a beam of 3,000 candle power, though it may be regulated to any lower degree of illumination, says the Boston Transcript. Power is furnished by a storage battery of twenty-four 6x6 cells, which are placed twelve on a side in the tender. The battery is connected with

the lamp, which is of the arc variety, by a flexible wire. An automatic arrangement in the cab allows of the cur-

rent being shut off, turned on, or the light regulated anywhere from minimum to maximum power. The lamp itself is enough different from the ordinary arc lamp to be patentable. In the lame proper there is a brass rod about twenty inches high, which serves as a guide to the two sleeves which hold the carbons, and which, by the aid of a little electric motor, move toward each other as fast as the carbons are con-The armsture of this little motor revolves 3,200 times for every inch of carbon consumed, and stops whenever the carbons touch. The mechanism so controls the carbons as to insure a steady and unflickering light, and no amount of jarring will either break the lamp or after the uniform light. The light has been in use on engine No. 873 of the Duluth & Minneapolis road for a week oil-the light is so much better that the superintendent of that department of the road says that the item of expense will not prove a great barrier to its genera introduction. The novelty of the inventien is the running of an are light by a storage battery. If this headlight is inent conditions will be averted. Should it prove perfectly successful it will furnish an opportunity for legislative action compelling railroad companies to place em on their engines. The inventor, Mr. W. L. Silvey, of Lima, O., has al-ready many valuable inventions, among the sixty-five which he has patented being the ringer on the Bell telephone, for which he got \$35,000.

Train Lighting in Switzerland.

The application of electricity for the lighting of railway trains is a problem that yet remains to be satisfactorily solved; but, notwithstanding this, many experiments are being conducted invarious localities to arrive at a definite decision, says the Electrical World. most recent to take up this subject were certain Swiss engineers, who have been making comparative tests with the electric light, oil lighting, and the Pintsch system of gas lighting. The experi-ments took place in a carriage attached to a passenger train which travels between Zurich and Richtersweil. The carriage contained one first class and two second class compartments, and a toilet cabinet. One incandescent lamp was suspended from the middle of the roof of each compartment, and one glow lamp was also placed on each platform at the end of the car, the two latter lamps being only in circuit when passengers entered or departed from the carriage. The battery was placed in a box under the floor of the vehicle, and weighed 300 pounds. It consisted of eight cells, and contained sufficient energy to last for eighteen hours, when it had to be recharged. The results obtained from the experiments were that a six can-die power glow lamp is equal to an ordinary oil lamp; but this was considered to be insufficient. A candle power incandescent lamp, however, enabled the passengers to read with facility small newspaper print when the lamp was provided with a good reflector.

A Long Distance Telephone.

W. C. Turnbull is a Baltimorean, who has made a highly improved telephone which can not, however, be set up in this country until the Bell patent expires, and at that time a general revolution in the telephone system is imminent in this country, says the Cincinnati Enquirer. Some argue that the Bell people are rich enough to buy out all the improved systems and annex them, and will do so. Others say that the boxes and other complexities of the Bell system will not admit of alterations, and the concern will be left with only its good will, if it has any good

will after so long a monopoly, with so little improvement in its apparatus. cago and back, and that with copper wire which has seven times the inductive power of iron, the machine ought to talk from Nork York to San Francisco and the Sandwich islands, or from New York to St. Petersburg.

A modification of Edison's phonograph s said to have been devised by a painter in Milan. It costs under \$20 and the wax cylinders are reproduced in zinc by the galvo-plastic process at a cost of 5 cents each, selling price.

A weak galvasic current, which will

sometimes cure a toothache, may be generated by placing a silver coin on one side of the gum and a piece of zinc on the other. Rinsing the mouth with acidulated water will increase the effect. Henry Villard expresses his positive opinion that in five years there will not be a steam locomotive on any railroad in the United States, and all kinds of ma-

chinery will be driven by electricity, It is estimated that although there are over 100,000 telephone talks a day in the city of New York, there are probably a million people living here who have never yet talked over a telephone. The long distance telephone service has been made very efficient, as may be gathered from the fact that the roar of Niagara

Falls can now be distinctly heard in the city over its lines.
An English photographer claims to have discovered a solution of the much vexed problem of how to retain in a photograph the tints of nature. Electricity is the agent by which this is to be accomplished. The discovery is said to have been made accidentally. A blinding flash of lightning came just as an ex-posure was being made, and the result was the reproduction of the natural colors of the picture.

An electric spark has been photographed by means of a special camera, in which the sensitive plate rotated at, it is said, a velocity of 2,500 revolutions per

Appetite and strength may be improved, every part of the system strengthened and the animal spirits regain their buoyancy by the use of J. H. McLean's Strengthening Cordial and Blood Purifier.

G. A. R. Excursion to Boston via the Wabash Line.

Everybody invited to join the Wabash excursion for Boston, leaving Omaha August 6.7-8-9 and 10, gives choice of routes. Rates as low as the lowest. Reclining chair and Pullman buffet sleep ing cars on all trains. All agents in the west sell tickets over the Wabash via St. Louis or Chicage. For tickets, sleeping-car berths and folders giving routes, limits, time-tables with a correct map of Boston, showing locations of depots, etc., call at the Wabash ticket office, 1502 Farnam st., or write G. N. CLAYTON,

Northwestern Pass. and Ticket Agent.

He Knows Now.

A Georgia youth who answered (inclosing a quarter) an advertisement of how to make money without work got in reply a piece of paper inscribed: "Catch suckers, as we do."

Mrs. Winslow's Soothing Syrup for children teething relieves the child from pain. 25 cents a bottle.

DISCOVERY IN MEXICO. Pyramid with a Spiral Roadway

from Base to Summit. During the recent visit of Jesse R. Grant and Charles J. Whimple to Sonora, Mexico, on business they were much struck with the sight of a terraced mountain, says the Tucson Star. It is located about fifty miles southwest of Magdalena. The mountain is circular in form, about three-quarters of a mile in diameter at the base, and is ter-raced from base to peak. The height of the terrace is from ten to twelve feet, and in many places is built of solid masonry. At many other places it is cut out of the solid rock. The roadway is from fifteen to twenty feet in width, starting at the base of the mountain and coiling itself spiral-like to the peak of the mountain, which is not less than one thousand two hundred feet higher than the base of the moun-tain. The cost of the construction and cutting out of the solid rock of this terraced road must have been enormous, and the remarkable feature of this wonder is the state of its preservation. Here and therethe masonry has yielded to the crumbling influences of time; these

are exceptions. At the base of this terraced mountain is a mighty rock, which has the appearance of having been hewn out of a solid rock and weighs 100 tens or more. It is placed at the mouth of what appears to be the entrance to this ter-raced mountain. Here another query is suggested. Does this door to the mountain open the way to mineral treasure or to the shrine of ancient religious devotees? Again does the terraced road which coils its way to the peak of the mountain lead to the shrine of the ancient vestal virgin who kept eternal watch on the sacred fire which was never suffered

One thing is certain, there is a wild field for those near at home who wander far into Egypt and Persia to study the mysteries of the hidden past.

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ARMY ENLISTMENTS.

What is Required Before a Man Can Become a Soldier.

It is not every man who takes it into his head that he would like to be a soldier who is accepted at the rendezvous. Sometimes very few men are needed by the army, or there are enough soldiers of the class usually calisted at a particular station, says a writer in Harper's Weekly. Then the recruiting officer is exceedingly careful. Some of the unfortunates are doubtless convinced that the service is altogether too fas-tidious. There is no dearth of men in the country who are willing to wear the United States uniform. The applications average a larger number than the legal limit of the enlisted strength of the In 1888 there were 24,710 applications

for enlistment. Of these 18,017 were rejected. In the last eight years the avrage number of applications is 25,661; of rejections, 18,946; while, notwith-standing the large number of men offering themselves at recruiting offices, the army last year lacked 1,800 of the legal 25,000. The rejection of nearly 75 per cent of the men who apply for admission to the rank and file of the army indicates, of course, not only care in the selection of those who are accept-ed, but also the low character of very many of the applicants. Many men who apply at the rendezvouses are rejected by the officer in command on their appearance. Brutality and dissipation leave unmistakable signs upon the faces of their victims, and the man who bears them does not get as far as the first surgical examination.

The recruit whose appearance satisfies the officer, if men are wanted from the office at which he makes his application, having given his name, birthplace, age. etc., with whatever of his personal history he sees fit to intrust to the keeping of the recruiting officer, is Major Milbourne says that experiments made in appoved presence shows that the Turnbyll telephone can talk on ordinary iron wire from New York to Chisigned for permanent duty, he is examined a third time, in the presence of the commanding officer of the depot. The depot examinations are very thorough and minute, and it may be assumed o any enlisted man who receives his uniform and kit that he is a very good specimen of physical manhood.

Sleeplessness, nervous prostration, nervous dyspepsia, dullness, blues, cured by Dr. Miles' Nervine. Samples free at Kuhn & Co.'s, 13th and Douglas.

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Horse Stealing in Russia.

The Russian minister of the interior has submitted for the approval of the ministerial council a bill for the suppression of horse stealing. It prescribes that gypsics shall shall be prohibited from moving about in Russia, and that everowner of a horse must take a certificate from the police or from the authoritieof his rural district attesting his righty ful ownership. If a horse is sold, this certificate must be produced and trans. ferred to the name of the purchasers The one who sells a horse is to be held responsible for its good condition, and he must return the purchase money and pay a fine if he deceives the buyer in his rep resentations of its age or health. If a diseased animal is sold and infects the purchaser's cattle the seller must pay all damages and be tried before a criminal

A Tri d Remedy for lilliousness. Those who suffer from disorder or inaction of the liver will never get the upper hand of the unruly organ so long as they use such irrational remedies as blue pills, calomel and polophyllin. But from the tried and popular postophyllin. But from the tried and popular medicine, Hostetter's Stomach Bitters, they may expect relief with a certainty of obtain-ing it. The influence of the Bitters upon the great biliary gland is direct, powerful and speedily felt. The relief afforded is not spas-modic, but complete and permanent. The sallowness of the skin, furred appearance of the tongue, indigestion, costiveness, head-ache, nausea, pains through the right side and ache, nausea, pains through the right side and shoulder, in fact every accompaniment of the obstinate complaint are entirely and promptly removed by a course of this inestimable medi-cine, in behalf of which testimony is con-stantly emanating from every quarter, and from all classes of society. from all classes of society.

English Women's Corns.

There is only one lady chiropodist in London, and there are very few in New Miss Mary Libby, a bright little American woman, has settled as a chiropodist in Regent street. She has well appointed rooms and an aristocratic practice, says the Pall Mall Budget. Miss Libby is of the opinion that English women, in proportion to their superior height, have no larger feet than American women.

"They have vastly more corns, though," she said. This, she thinks, is partly due to the fact that English women do so much walking. American women are bad walkers. There is no need for them to learn self-relinace in this re-spect—lecomotion is so cheap and easy in their own country. Of course, tight, ill-fitting shoes are in most cases the reason for corns. The fashionable-pointed toes have made ingrowing nails common.

The largest number of corns the chirop-

odist has yet discovered on a woman's foot in London is six.

Miss Libby is also a skillful manicure. She has invented a remedy to prevent bad-tempored people from biting their nails. By the way, manicuring seems to be better paid than chiropody. Three shillings is charged for dectoring a foot and removing an unlimited number of corns. Manicuring is usually 2 shillings more. London is simply overrun with manicures. Every hairdresser and universal provider employs one.

Progress.

It is very important in this age of vast ma-terial progress that a remedy be pleasing to the taste and to the eye, easily taken, accept-able to the stemach and healthy in its nature and effects. Possessing these qualities Syrup of Figs is the one perfect laxative and most gentle diuretic known

Always Pay Cash.

A retired Detroit merchant says the most independent man on earth is the one who pays cash and runs no bills, especially where he buys his provisions, When he feels that he can buy where he pleases and pay as he goes he buys to better advantage every time and saves money. If he runs no bill he is not liable to be assessed for lesses on some deadbeat account. Some dealers consider it perfectly fair tomake up on paying ac counts what may have been lost on bad

Dr. Sussdorff makes a specialty of dis-eases peculiar to women. 1504 Farnam st.

Australia's Rabbit Plague.

The vastness of the rabbit plague in Australia is indicated by the fact that the government of New South Wales estimates the expense of creeting rabbit proof wire fencing in the western and central districts of the colony at \$15,



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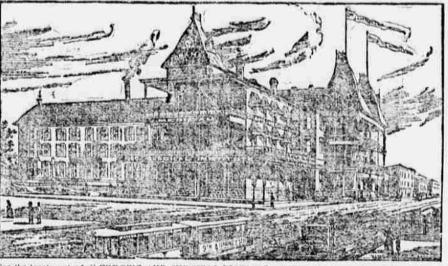
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