

THE FIELD OF ELECTRICITY

Effect of Trolley Line Competition with Steam Roads.

RAILROADS MORE SCARED THAN HURT

Freight Handling on Trolley Roads a Live Issue—Utilizing Water Power—Progress in Other Lines.

The effect of the competition of trolley lines on the local traffic of steam roads is being widely discussed and, as usual, the disputants arrived at different conclusions.

The steady extension of trolley lines into territory heretofore monopolized by the railroads is vigorously contended by the latter.

No corporation or individual lets go a good thing without exhausting every means to hold on. In almost every instance where the grip was complete accommodations were commensurate or inadequate.

Public requirements were supplied. As a consequence, when competition came with the trolley the latter secured the bulk of public patronage. In some instances, when too late, the steam roads put on better equipment and more trains, but invariably failed to recover ground lost by a perilous policy.

The competition of trolley lines does not, however, seriously threaten the suburban traffic of such roads as furnish convenient and high class accommodations. What competition does is to largely increase travel between nearby points by doubling facilities and decreasing the cost.

An illustration of the effect of the competition is given by the trolley and steam roads operating between Buffalo and Niagara Falls, a distance of twenty-four miles. A report that the New York Central was to make war on the trolley line elicited the following comment from the Niagara Falls Cataract: "That is rather ridiculous when you come to think of it."

What occasion has the old and reliable New York Central got to fight the trolley for anyway? Take for instance its Buffalo & Niagara Falls branch. What in the name of common sense has it got to fear from the trolley in the long run? Doesn't it meet the wishes of the traveling public in the city, it beats the trolley by an hour or more in the trip between the two places?

These are facts familiar to visitors to the two cities. A trolley ride to the Falls is a diversion, but one ride is sufficient. In this age, when time is a factor in getting there, the steam road will win out, provided its equipment is up to date and its rolling stock clean and attractive.

The movement of freight by trolley and other electrical agencies in cities is a practical sort of issue that is attracting ever-increasing attention. That there is a certain prejudice against the innovation, says the Boston Transcript, may be admitted, but why there should be is not so clear.

shown in the radiograph as resting against the spine. It has also been conclusively proven that even the operator himself can be deceived as to the location of an object disclosed by the X-ray machine.

Electric Transmission of Sound. At the meeting of the Academie des Sciences in Paris recently M. Dussaud made the following communication with regard to some experiments he had made on the efficiency of electrical transmission of sound.

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Water Power Utilization. An immense experiment is about to be undertaken at Wrightsville, Pa. To utilize the water power of the Susquehanna river, a dam 900 feet long is to be built on a dam and dynamo outfit.

Electric Hose Wagon. The Paris fire department owns an excellent report of the electric hose wagon which was recently added to its equipment, and a number of similar vehicles are to be ordered forthwith.

Gray's Method of Wireless Telegraphy. Prof. Elisha Gray, who so early anticipated Bell in the invention of the telephone, and who took such a prominent part in the early telephone litigation, has just patented, in collaboration with Arthur A. Murray of New York, another method of transmitting intelligence electrically.

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COST OF CARRYING THE MAIL

Testimony Showing Excessive Rates Charged by Railroads.

WHY A REDUCTION SHOULD BE MADE

Chief Barrier to a Cheap Parcel Post System and One-Cent Letter Postage—Finley Acker's Analysis.

The completed testimony of Finley Acker before the congressional committee to investigate railroad mail pay presents a comparative analysis of the cost of hauling mail, passengers and miscellaneous freight.

Chief Barrier to a Cheap Parcel Post System and One-Cent Letter Postage—Finley Acker's Analysis.

Points Submitted. The distinctive points submitted were, in brief, as follows: That the primary factors which enter into the cost of any form of transportation are: First, proportion of "dead" to paying load and space accommodations; second, speed; third, length of average haul; fourth, weight of average shipment; fifth, character of service, whether daily or spasmodic; sixth, cost of all the details inherent in the securing, handling and managing of the respective classes of traffic.

As to the proportion of "dead" to paying load and space accommodations, it was shown that mail occupied an intermediate position between freight and passengers.

Analysis of Cost. An analysis of the sixth factor which represents the cost of the details inherent in the securing, handling and managing of the mail, showed equally astonishing results.

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warehouses would be required; also the cost of switching, loading and unloading, tracking in stations, and non-productiveness of cars while being shifted and while being loaded and unloaded, advertising and solicitors, clerical help for notifying consignees, calculating each shipment and receiving and discharging it; also liability as before in case of loss or damage.

But if mail transportation is considered exclusively all the expenses of the luxurious stations, gigantic warehouses, advertising, solicitors, baggage-masters, conductors but not brakemen, ticket agents and auditors and all other expenses connected with the handling of millions of customers are eliminated, because in handling mail matter the railroads deal with but one customer (the government), and the business is secured without the necessary expenditure of advertising or solicitors.

Excessive Rates Shown. And yet the spite of the comparatively cheap cost for hauling mail the fixed government rate for hauling 200 pounds of mail daily the full length of the average mail haul is \$94.77, while the cost for hauling the same weight of passengers the same distance would be \$2.07; or at first-class freight rate of \$1.36, or at the sixth-class freight rate only 45 cents.

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HAND OF AVENGING FATE

Seen in the Mental Breakdown of a Noted Wyoming Suspect.

RECOLLECTIONS OF A W S R V TRAGEDY

Life and Death of Robert Ray Hamilton and the Blight that Has Fallen on the Man Suspected of Killing Him.

A press dispatch from Cheyenne, Wyo., announcing that "John B. Sargent of New York, who was suspected of the murder of Robert Ray Hamilton, a wealthy young New Yorker, and who now stands charged with the murder of his wife in Jackson in March 1887, has been released from custody owing to his mental condition," occasions a review of that mysterious tragedy by the New York Herald.

John B. Sargent, his friend and partner, wrote to his people that he died by accident. The story was accepted for a time.

Plotting the Marriage. The plot to lure Hamilton into a marriage was quickly uncovered. "Mother Swinton" and her son, "Josh" Mann, were arrested and indicted. Hamilton went on the stand and, rather against his will, told how he had been entrapped.

Hamilton's Strange Death. "But even there the evil spirits that had been his bane sought him out and slew him. He came to an untimely end in fording a shallow stream on his way home."

Sargent's Arrest. But the rumors would not down. Driven to it, he returned to Wyoming with the avowed purpose of bringing suit for defamation of character against his accusers.

Was it Murder? Was it suicide, accident or murder? The coroner's jury after examining many witnesses declared that Hamilton met his death by accident.

The Evil Spirit's Schooling. It must have struck you as rather odd, relates the New York Press, that the four Gould boys are not graduates of any university.

The New Styles. We are showing of the celebrated Knabe pianos are perhaps the most beautiful in tone, style and finish of any we have ever carried.

While Drexel L. Shooman is fond of a good dinner he is much more interested in a good shoe for showing the people has come to be a second nature with him.



If your hands are rough, hard or chapped from the repeated washings necessary to keep them free from the office dirt, examine carefully the soap you use.

Ivory Soap makes a profuse lather that removes the dirt and rinses easily, leaving the skin soft and clean.

If your office force is large there are two considerations that will recommend Ivory Soap to you. It is quick in action, saving time; and is inexpensive.

Send the office boy for some and try it.

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business venture was the purchase of Johnnie Mitchell's pneumatic mail system, called the Tubular Dispatch company, capital \$2,100,000.

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Cancer. Mrs. S. M. Idol, Winston, N. O. writes: "Cancer is hereditary in our family, my father, sister, and aunt having died from this dread disease. I was thoroughly alarmed, therefore, when a malignant Cancer appeared on my side, and at once sought the treatment of the best physicians. They were unable to do any good, however, as the Cancer continued to grow worse and spread. I then tried S. S. S., which forced the disease out, and cured me permanently."

S.S.S. For the Blood. (Swift's Specific) is the only hope for Cancer; it cures the most malignant cases. Our treatment on Cancer sent free by the Swift Specific Co., Atlanta, Ga.

WHY HE WAS THERE. A cartoon illustration showing a man in a suit sitting at a desk, looking thoughtful, with a speech bubble containing the text "WHY HE WAS THERE."

Mr. Goodfellow—What was your occupation? Convict—I was a shorthand reporter. Mr. Goodfellow—And what were you arrested for? Convict—Taking notes in a bank.

INVALID CUSHION with improved air valve. The Largest Retail Drug House. 1408 Farnam. OMAHA. OPPOSITE PAXTON HOTEL.

A. HOSPE, Music and Art. 1613 Douglas. Illustration of a man in a suit playing a piano.

Drexel Shoe Co., Omaha's Up-to-Date Shoe House, 1619 FARNAM STREET. Illustration of a man in a suit holding a shoe.