### STRANGE SIGHTS IN PARIS

Weird Views of the Catacombs Produced by

DISMAL DENS LINED WITH HUMAN BONES

Flickering Candielight.

Trip by Car and Boat Through the Sewers of the City-Attractive Scenes and Incidents Above Ground.

PARIS, Sept. 1 .- (Correspondence of The Rec.)-Ever since I arrived in Paris six months ago I have intended to visit the were my intentions fulfilled. An intensely hot day it was and when we joined our friends at Place Deufert-Rochereau, found about 600 people already assembled waiting for the gates to be opened at 12:40 But gates, like all things else in Paris, de not open on time and it was after I o'clock before we began to move. I say, "began to move," for our progress was very slow and we stood for half an hour, packed like sar dines in the midst of a pushing crowd, will the hot rays of an August midday sub shining upon our heads. At last we reached the court yard, then another step by step walk of twenty yards brought us to a small door, the entrance to the Catacombs. Here we lighted our candles and began the descent of the long, dark winding stone stairway. Each step down the mercury seemed to sink a degree and when we finally reached bottom it was decidedly chilly. I was the first in our party and shead of me was a rather elderly man who had gone down the stairs very slowly, sslowly, in fact, that when we were at last down all was total darkness and we could see no lights or hear no sounds from the hundreds of people ahead of us. My lead, which I did, hurrying along dark. parrow and winding passages with as much rapidity as possible, with no other light than our flickering candles. An occasional unexpected meeting with the stone wall served to relieve the monotony of the seemingly endless and most uninteresting walk. At last I saw lights ahead and caught up with the advance portion of the party just as we entered the Catacombs proper, which are most curious. Originally they were quarries, but over a hundred years ago were converted into an immense charnel house, where bodies and bones from all parts were thrown in most any way. Later was begun the attempt to arrange the bones and skulls and since then they have been stored in different galleries and compartments and are piled up with great precision and regularity, forming the walls of the passages. Several chapels have been constructed of these gruesome relics. It is said that the remains of 3,000,. 300 people are buried there. Another long walk through more passages, this time on the incline, a hard climb of eighty odd steps and we came out in daylight on the

### A Venetian Carnival.

One evening last week a party of four o we Americans bailed a carriage and made arrangements with the coachman for a drive around the grand boulevards. We had gone about a quarter of a mile when we reached the Seine river and on the bridges and leaning over the walls were hundreds and hundreds of people assembled to see the Venetian carnival given in honor of the shah of Persia. We asked our cabby to stop and wait for us while we descended to watch the carnival. It was, indeed, a most pretty sight. On a beautiful night the view with hundreds of colored lanterns. One boat, entirely illuminated with green and white, was especially beautiful. When we finally persuaded ourselves to leave the fairy-like scene it was to find our carriage and coacher had both alike vanished. Someto retain as they are to get in the first place. As long as one keeps a seat in the carriage he is safe, but once he gives it up all may or may not be lost, just as the

### Night Rounders.

One wonders when do the Parisians sleep? A young Frenchman rarely thinks of retiring before 2 o'clock and until that hour in the morning the boulevards are gay and bright, After spending more than half the night at a cafe which closes its doors at 2 a. m. the Frenchmen, like their American brothers across the pond, have a strong desire to eat but their thoughts do not wander to such indigestible dishes as lobster a la Newburg of Welsh rarebit, for even though they knew and liked these American midnight delicacies to get them would be impossible, as at that hour in the morning all restaurants are closed and the only place open in the Latin quarter is the Linle Boulangerie on Boulevard St. Michel, facing Rue des This particular Boulangerie is quite celebrated and the picture of it is on many of the Paris postcards. Like all Boulangeries it is very small and can accommodate at one time only a few people. Consequently from 2 o'clock to 2:30 in the morning there is a crowd of more than a hundred Parisians in the street in front of the linle shop, each waiting his turn to enter and make a small purchase of some sort of a tart

Our present quarters are only two blocks from the former lodgings of the much-loved French poet, Alfred de Musset, the nephew of whom we had the pleasure of meeting the Speaking of poets reminds me of a friend of ours who writes some exquisitely pretty little poems, though only 20 years of age. He wrote the words for tive wholesale society last year amounted the song "Almer, Pleurer, Mourir!" which

is also on sale in New York. Home life is rare in Paris, almost everyone living at the cafes, but I have been fortunate in knowing two charming French families, with one of whom I pass two evenings a week. The other day I went to the exposition with madame and her youngest son and during the afternoon she bought for each of us a sort of breadlet in the shape of a muffin, which we munche French fashion as we promenaded the Rue des Nations. When I encountered an acquaintance from New York I vainly endeavered to hide my muffin in my sleeve, but I'm sure he saw the offending morsel and I only hoped he had been in Paris long enough to appreciate Parisian customs as well as the disregard of public opinion which these French people one and all pos-

### Doing the Sewers.

Yesterday afternoon we walked down Ru St. Martin to the Rue Rianmer. Here i the center of the street was a covered stone platform with an iron railing around it. This was the meeting place of all those having permission to visit Les Egouts (the sewers) of Paris. We presented our cards and were soon following the others down a stairway to a long platform under the street. By the side of the platform was a track and on this track were four electric cars, minus any sides or roofs. They were most comfortably arranged with cane soats and each car held thirty persons besides the motorman. As soon as the cars were all filled the whistles blew and we started on the unique journey of a ride through the Paris sewers. Water under us and over our heads great numbers of cable and telegraph wires; on either side of us two immense pipes with many smaller ones. The streets were all marked, so we could cars, minus any sides or roofs. They were

asily locate ourselves. After quite a long ide the cars stopped and we got out walked cross some planks laid in some dirty sewer vater to another platform, beside which were eight boats all chained together. Each Expert Test; of Stray Currents from Trolley out held a man who acted as sort of a guard. The boats were hauled by men, who aded with rubber boots through the black We had rather dreaded the trip,

laving anticipated great discomfort from ficusive odors, but were very agreeably disppointed in this respect. One of our counrywomen, standing next me while wait ng for the boat, asked me if I did not think the air very bad. I looked at her in mazement, wondering if she expected the ragrance of viciets on a voyage through he sewers. Certainly this trip through the ewers is one of the most interesting things 'aris has to offer a visitor. One is lost in mazement that Paris should furnish gratis uch conveniences as comfortable cars and coats, with the usual necessary number of officials, when one cannot sit in a chair in park or garden without paying extra for it. ut such is only another phase of the inconintency of the French people. The guard of our boat told me there were \$00 peo e who visited the sewers yesterday. With is were Mr. Hebert of Davenport, Ia., and is most charming wife. Mr. Hebert has harge of the Publishers' building at the contion and is probably one of the most

Uncle Joe" has followed him to even far way Paris. The fact that the Misses Terrill of Omaha e in Paris will doubtless bring a smile os omplacency to the face of many a Nebraska oman and doubtless the swell circle will ave a chance to view this coming winter opies of some of Worth's wonderful and inhorate creations now exhibited at the

### SUCCESS IN CO-OPERATION.

A Movement to Which America is a Comparative Stranger.

The co-operative movement in Great tritain, reports the Springfield Republican, s a notably expanding one and represents a development to which industrial America is a comparative stranger. From 1862, when he movement began, to 1897 the number of o-operative societies engaged in the retail rade had increased from 400 to 2,230, havng a membership of 1,627,135, and a share apital of nearly \$100,000,000. The sales of hese societies in 1897 amounted to \$325,upon which there was a net profit divided among the members, of \$32,679,000 But it is particularly the development o

wholesale business in connection with

these societies that we would notice at this time, there having been sent to the Republican, through John Gledhill, the New York agent of the "Co-operative Wholesale Societies, Limited," the annual of the ocieties for 1900, a considerable and most interesting volume, giving full account of the work of the wholesale movement and its development to date. This wholesale so lety was started in 1863 for the purpose vidently of supplying the retail co-operaive establishments, bringing the latter into direct relation with the producer all over boast of its managers that upon its activities the sun never sets. It has buyers stationed and at New York, Montreal and Sydney, Australia. It has purchasing and forwardthrough the retail co-operative societies.

society owns cocoa and chocolate works. it owns and operates factories for the manufacture of biscuits, cakes, jams and paking of pickles and canning fruits. Paricularly mentioned as "one of the grandest monuments of co-operative enterprise s the boot and shoe factory located near Leicester, which for light and air and anitary arrangements is said to be a nodel. The capacity of the shoe works of the society is 50,000 pairs a week. Then here are soap and candle works, a woolen and clothing factory, flour mills, cabinet works, underclothing and corset factories, printing works, a lard refinery, a flannel factory, and even a cigar and tobacco and shuff factory-all owned and in operation under the immediate direction of the society, whose employes number more than 10,000 persons.

And this society, whose activities are so varied and extended, is a purely co-operative affair. Its chief shareholders are the retail co-operative societies, which figure in the wholesale concern in proportion to their membership, and there are also individual shareholders, consisting of employes, all of whom have a voice in the management. It is managed by a general committee of sixteen members, whose chairman is, as it were, the corporation president, and it is worth noting, in respect to the efficiency of the management, that some of its mills which were bought after they had proved a failure in private hands, are being made to pay now. The business, or sales, of the English co-operato over \$71,000,000, and the sales of the Scottish wholesale society amounted to \$25,000,000—in each case showing a material gain over the previous year. It should also be mentioned that these societies are extending their operations into agricultural Ireland, where co-operative creameries are being established for the making of butter and cheese to be distributed direct to conumers all over the United Kingdom.

Here we have industry conducted practically on a socialistic basis, for many of the employes of the productive branches of the wholesale societies are members or shareholders. The capitalist and the un dertaker, the receiver of interest and the receiver of profit, are here one and the same, and the receiver of wages is in many cases identical with them. It is a notable development, within an industrial environment considered far from being favorable, and its consequences will quite likely prove to be deep reaching.

Millions will be spent an politics this year. We can't keep the campaign going money any more than we can keep the body vigorous without food. Dyspep ties used to starve themselves. Now Kodol lyspepsia Cure digests what you eat and lows you to eat all the good food you it radically cures stemach troubles

Officers Will Pay Duty.

Car Motors.

Inique Electric Rond in Switzerland -Military Telegraphy and the Telephonograph-Progress in Other Lines.

were carrying more of less electricity, vary- gineering: ng in voltage in a way difficult to explain. electrolysis which was slowly shortening sects three of the other roads. opular men with the United States perts calls electrolysis fittings, which cause rumission. His title in Davenport of the metal could be cut with a knife. Leak- ers twelve tons. age is bound to follow such destruction.

estricity from the trolley rails is in the efective bonding of the rail joints. This electrical engineer of high repute, who debonds be renewed, but the froms and tibly when the load is increased or an up

ested and watched from time to time by use of the voltmeter in the water departnent, and if the railway company is disosed to correct places found to be menacng the immediately dangerous flow can be nodified. But it should be understood that there can be no assurance of complete immunity from electrolytic damage to water mains caused by the straying railway curents so long as the single trolley system is used in which the rails form one side of the ircuit and are in contact with the earth. urrent which once enters the water main oust leave them at various points and more r less inside or outside near the joints over the entire system, and wherever even the smallest fraction of current passes out some injury to the water mains must resuit. The destructive action may be slow and long go on unnoticed, but inevitably and seriously it shortens the life of the pipe.

### Ningara Falls Plant.

Work on the new wheel-pit of the Niagara effect such a combination, but all failed on Falls Power company at Niagara Falls, N. account of the difficulty of transferring the Y., is rapidly progressing, and it is expected message onto a wax cylinder. Instead of the world, so far as the needs of the local that the machinery of the new installation a wax cylinder. Paulsen used a flexible concerns demanded. It has since expanded will be in motion by January 1, 1961. The steel band in his phonograph, which is Kingdom. It owns and operates a fleet of structed a wheel-pit-an enormous cutting coal and English manufactures to the deep and wide and long enough to accomforeign ports touched and bring back the modate ten turbine wheels, each developof the Seine, with the lights on its many It owns several splendid warehouses, which the completion of the new one, the largest small proportions, and in union with the low the American Falls, where it debouches of tea a year, with unrivaled facilities for It siants steadily from the floor of the wheeldending teas, the sales to the general pub- pit to its mouth, so as to permit the imroffee trade at this establishment amounts water from the wheels in the new pit will o some 1,600,000 pounds a year. The also discharge. The new excavation is near the old one, but is enough larger to accommodate eleven wheels, each of 5,000 horse power. Taken together, the complete the like. It has another factory for the development will be the largest hydraulic plant in the world, until the completion of the installation at Massena Springs, on the New York side of the St. Lawrence, which will be about 50 per cent larger. Its total output will be, under normal working, 110, 600 horse power. Of this total a large proportion will be transmitted to Buffalo. twenty-six miles away, the remainder being absorbed by various industries at the falis two-phase machines, each giving 5,000 horse power at 2,200 volts pressure and a frequency of twenty-five cycles a second For transmission to Buffalo this current is stepped up in pressure and at the same time altered to three phase current at 22. 00 volts pressure by means of a battery of transformers. When the plans of the original installation were made public here was more or less criticism, especially of the gigantic scale of the undertaking

### power and has forced the extension of the plant to more than twice its original size. Electrical Power in a Tunnel.

but a few years of operation has shown

that there is a steady market for electri

Until now the Great Northern railroad has crossed the Cascade range of mounains on the Pacific slope by a series of zigzags, familiarly called "switchbacks"-"legs," with a three and a half-foot half-foot rise to every 100 feet of trackand on the west side four "legs," with a s per cent grade. This has been slow and et of solid granite. The total cost was The work of construction has been done

electricity with the most modern mathe granite, which were loaded with dynamite. After the discharge the fragments of stone were scraped up by electric shovels, leaded upon electric care and taken a crushers, where, by electric power, they were ground into powder, mixed with sand and cement and used to plaster the inside of the tunnel with a cont of concrete four

Electric motors will be used to haul the trains through the tunnel in order to avoid the annoyance of smoke and gas from coalwill keep the air cool and sweet.

Unique Electric Road. All of the electric motors on trolley cars a America are of the direct current type. large measure purified as well. In passing in a few shops, however, atternating ourrent motors have recently been employed its humidity in the form of moisture or a drive machinery, and this innovation has dow and-leaving behind much of its dus led to a good deal of talk about applying and bacteria. the same system to traction work. alternating current motors would show have given excellent service, reducing the trolley cars it would be felt that an im- of cooling, as well as the consumption of portant gain had been effected. Where ice, is regulated by the speed of the fan

the case in Buffalo, whose supply is drawn from Niagara, it is customary to employ an afternating current for transmission pur poses, and then at the scene of action convert the current into a direct one. That cuversion, however, involves a slight loss

of energy and calls for the use of an additional appliance. There would be a double DOUBLING THE HARNESS AT NIAGARA FALLS | economy, therefore, if the alternating current could be led right into the car motor. Without going into the technicalities of the matter it may be remarked that until Tesla invented what is known as the "polyphase" motor it was hard to utilize an alternating current for power purposes, however satisfactory it might be for illumination. But ever since the polyphase motor The Engineering Record publishes a digest showed that it would work well in shops of a report of an electrical engineer on the electricians have waited impatiently to see electrical conduction of the water mains of it tried on railway cars. Such a venture Providence, R. I. The report is based upon has been made in Switzerland, and if it tests and examinations made of the water is not the very first one of the kind it is mains in streets occupied by electric rail- certainly a pioneer enterprise. A descripways. The expert found that all the mains tion of the new line is furnished by En-

He also found evidences in a great many of directions. The new line runs north and his examinations of damage to the mains by south, to the east of the city, and interthe lives of the mains. The injury is not at Burgdorf on the north and terminates wrought upon the current entering the main at Thun on the south. It is nine miles out on its leaving for earth or water. long. The track is of the standard gauge. There come then at the joints what the ex- | Part of the cars are equipped with motors and the others are trailers. oftening of the edges to such an extent that cars weigh thirty-two tons and the trailhorse power motors on each motor car, one motor to each axle. Prof. C. A. Carus-Wilson, an English

permits the return current to shoot into the scribes the road and its working for Enround and, seeking another conductor, get gineering, remarks that if a direct current into the water pipes. Not only should the motor is used the speed falls off percepswitches at all other turnouts should be grade is encountered. But he declares tested, and those found defective promptly that the alternating current motors on the enewed. It is the practice on some electric Burgdorf-Thun line behave better under oads periodically to examine by methods similar circumstances. However, he admits of testing the entire bonding system of their that the grades there were a little too ines and promptly repair those found de- heavy to show the best results. And he ino points out that the operation of getting up speed at the start, known as "acceleration," is not as rapid with the alternating current as with the direct. In some classes of service, especially in rural regions, this would not be a serious draw-But where, as is the case on elevated roads in cities, the traffic is heavy and the trains make frequent stops, this jection of no little consequence.

The Telephonograph. The American consul at Leipzig thus decribes the "telephonograph," a new inventon in which the German postmaster genral, Von Podbielski, is much interested. is a combination of a telephone and a phenograph for the purpose of recording messages received during the absence of the operator. This apparatus was invented y a Dane by the name of Paulsen. The erson called up has only to hold the trumpet to his ear upon returning to the office. even after an absence of days, to receive the message. Many inventors have tried to

an extent which seems to justify the original plant of this company is one of the much simpler in construction than the Edimost famous specimens of electrical engi- sen phonograph. Messages are much more neering in the world. About a mile and a easily removed from the steel band than at verious points on the continent of Europe half above the falls on the American side from the wax cylinder. It is wound on two an inlet canal was constructed, leading off spools, moving quickly from one to the from the still water of the Niagara river other, and coming in contact with a very ing depots at various points in the United above the rapids. Near this canal was con-small electro-magnet, switched into the circuit, which affects the steel band in such seven freight steamships, which take out in the solid rock, nearly two hundred feet a way as to record on it any sounds that may penetrate to the phonograph. It is only necessary to cause the steel band to produce which goes to distribution largely ing more than 5,000 horse power. From the repass the magnet in order to have the bottom of the pit, which will remain, until sounds repeated. Each vibration of the electro-magnet produces a corresponding bridges, is always most fascinating, but on the procession of slowly moving and beautifully decorated boats, illuminated by the society conducts a tea trade of no extends to a point a few hundred yards be-Scottish co-operative wholesale society has into the lower level of the river. This tun- of the Copenhagen Telephone company, recently built a great warehouse in Lon- nel is straight, about 7,000 feet long, and whose service the inventor has recently ion, which handles over 10,000,000 pounds as large as a double-track railway tunnel. entered, were surprisingly successful. Up to the present time the apparatus records a song better than a spoken message; but times these Parisian cabmen are as hard lie being considerable on account of the mense volume of water it delivers to flow at the latter is nevertheless quite clear, and high reputation of co-operative teas. The a high speed. Into the same tunnel the the experts who have been making experiments in co-operation with the inventor declare that it is only a question of time until the telephonograph will repeat a

> through the most improved telephone. Millitary Telegraphy.

message as clearly as it can be heard

The art of military telegraphy has made very great progress in recent years, especially in the hands of the signal corps of the United States army. The remarkable achievement of the signal men in keeping constant communication between the front and the base of the present Pekin expedition at Tien Tsin is a noteworthy accomplishment and its details when we receive them will doubtless be of great interest. In field work telegraph and telephone wires are carried either in reels or wagons, or in the shape of very light insulated wire or reels mounted on military bicycles. In the former case a pole wagen follows the wire wagon and mounted men put up the poles as rapidly as the wire is reeled out. The poles might more properly be called lances, being made of light, tough wood, about fifteen feet long, and provided with a sharp iron-shod point at the base and a hook inulator at the top. In any ordinary ground these poles can be planted and the wire strung on them by a small squad of men almost as fast as the wagons can be driven omfortably over the field. Each wire wagon is provided with a full complement of telegraph and telephone instruments and from it communication may be kept up with the base as the corps advances. For rapid emergency work the bicycle is used grade on the eastern side, or a three and the signal man riding along at full speed and trailing out the wire on the ground behind him. It has been found possible to communicate through several miles of wire spensive, requiring extra locomotives, the merely laid on the ground this way by doubling up of trains and a great waste of means of an ingenious combination teletime and energy. Since January, 1897, on- phone-telegraph set. Signals sent in the gineers have been at work boring a tunnel ordinary way by a telegraph key are reit a level of 3,375 feet above tidewater, ceived as buzzing sounds in the telephone which is now nearly completed and will be and repeated experiments have shown that open for traffic by October 1. This is the even when the wire is trampled into the owest grade at which the mountains are must by men and horses, and when it has ressed between Alaska and the isthmus. been run over repeatedly by wagons and the tunnel is 13,200 feet, or two and guns and, in extreme cases, even when it one-half miles long, twenty-three feet high, has been broken and the ends lie several feet apart, communication is possible.

### Improved Electric Fans.

Everybody is familiar with the electric in motor, which is one of the greatest comforts in these days of tropical heat. Few calize, however, that this comfort-making ne does not cool the air at all; I nly moves it and makes a breeze which produces evaporation at the surface of the skin and thereby cools off the perspiring meral who happens to be in the path of the A new device has just been rought forward which will remove this rereach from the electric fan, as it actually ools the air as well as moves it. The archine consists of an upright part, reembling a cylinder stove, on top of which s mounted an electric fan in a tight case. This is so arranged that it draws the all p through the lower part of the machine which is filled with ice, and then blows it out into the room, not only cooled, but it ever the ice the air is chilled, depositing Such machines have been If installed in a hotel in Boston, where they the operation of temperature several degrees. The amount the power for a road is generated at a motor, which, in turn, is adjustable at will.

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