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N. C. Brock, J. Z. Briscoe,
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NEBRASKA Savings Bank
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Stockholders' Liabilities, \$500,000.

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PERSONAL MENTION

Mr. P. W. Plank is seeing the world's fair.
Mrs. T. E. Oliver left for Chicago Monday.

Professor Hitchcock has gone to the World's fair.
Dr. and Mrs. D. R. Dungan are Chicago visitors.

Mr. A. C. Ziener was in Omaha Wednesday.
Miss Fay Marshall returned from Chicago Sunday.

Mr. R. S. Berlin, of Omaha, was in the city Friday.
Mrs. R. H. Oakley was an Omaha visitor Wednesday.

Mr. Henry Ecker left Wednesday for the World's fair.
Mr. and Mrs. R. D. Wing left for Chicago Wednesday.

Hon. R. R. Greer, of Kearney, was in the city Tuesday.
Mrs. J. H. Mockett has returned from a week's visit in Omaha.

Mr. Fred Beckman and Mr. Churchill were Omaha visitors Tuesday.
Mr. W. F. Kelley returned Monday from a week's visit in Chicago.

Mr. and Mrs. Thomas H. Benton have returned from the World's fair.
Mrs. Manning has gone to New York city for an extended visit.

Governor Crouse returned from the World's fair Wednesday morning.
Miss Selma Case, of Fairbault, Minn., is the guest of Miss Ethel Hooper.

Mrs. H. P. Foster has returned from Pennsylvania and the World's fair.
Mr. and Mrs. C. H. Gere and family have returned from the world's fair.

Mr. and Mrs. J. A. Buckstaff and daughter left Thursday for the world's fair.
Dr. C. E. Spahr and Dr. Haggard started Thursday for the world's fair city.

Mrs. Fred Harris and son departed from Lincoln for the world's fair Thursday.
Miss Mary Hibbard is visiting Mrs. Carl Morton at Arbor Lodge, Nebraska City.

Mr. W. E. Hordy and Miss Cora Hardy are spending a few days in the Black Hills.
Mr. Sam E. Low left yesterday for Colorado where he will spend some weeks.

Mrs. M. E. Van Brunt and daughter, Miss A. E. Van Brunt, have gone to the World's fair.
Mr. Frank Battles of Philadelphia was the guest of Mr. C. G. Dawes during the week.

Mr. and Mrs. James A. Drain, of Washington, are the guests of Miss Anna Barr, Thirteenth and H streets.
Mrs. Zehring and Mr. Frank C. Zehring have changed their residence to 427 South Twelfth street.

Miss Clara Link has gone to Chicago. After seeing the World's fair she will go to Boston to spend her vacation.
Miss Taylor, who has been the guest of Mrs. J. A. Marshall for the past month, has departed for the world's fair.

Miss May Wing, of New York, is the guest of the Misses Alice and Bessie Wing, on South Fourteenth Street.
Mrs. C. W. Burkitt and Mrs. George A. Crancer have gone to Cleveland, Ohio, to visit Mrs. Burkitt's mother.

Miss Gertrude Marquette, who has been in New York prosecuting her studies in art, has returned home for the summer.
Dr. and Mrs. R. E. Giffen went to Colorado Springs last week to visit their son, who was sent there a few weeks ago for his health.

Mr. and Mrs. J. T. C. Schreiner left Friday evening for Leadville, Colo., where they will visit about two months with their daughter.
Mr. K. E. Valentine, son of E. K. Valentine, sergeant at arms of the United States senate, was the guest of Auditor Moore last week.

ELECTRIC TRANSPORTATION.

The Trolley Wire Driving Horse Cars Out of Existence.
[Special Correspondence.]
PHILADELPHIA, June 22.—I and a talk this morning with one of the most successful projectors of electric railroads in the United States. He believes that the present development of the new system of transportation amounts to only the first two or three steps in its progress.

"I am quite within bounds," he said, "when I make the statement that electricity will have driven horse cars practically out of existence in this country within two years. Already steps are in contemplation for the substitution of the trolley for the horse on almost every line in existence. The late Maurice Flynn, best known to the world as a New York politician, was the first man to have confidence enough in the trolley wire to interest capital sufficiently to build a road. That road was built in Richmond, and it was watched closely by street car men all over the country. As soon as its success was assured the building of other electric roads and the equipment of horse car lines with electricity were begun in every direction.

"The advantages possessed by electric transportation over the old fashioned methods are many and include cleanliness, rapidity and convenience, but in the mind of the capitalist, who furnishes the money for the operation, their economy is paramount to all other considerations. The cable roads are not in it compared with the electric lines, and I say this in the face of the fact that New York is just beginning to use her cable lines. I may go further and make the prediction that inside of five years the cable conduit in Broadway will be used to carry an electric cable from which electricity will be taken by underground trolleys, and the cars on Broadway will be run by electricity.

"I do not think, however, that underground trolleys will be used very generally for several years though in the present era of constant improvement it is hard to make predictions for a longer period than half a decade. The great difficulty at present lies in the impossibility of making a dry contact between the electric cable and the trolley underground. It may be possible to accomplish this in Broadway, where the cable conduit has already been laid at enormous expense, but the first cost of such work will prohibit its introduction in any but the very largest cities, where the traffic is practically only limited by the capacity of the line.

"I do not believe that the trolley will soon be supplanted by the storage battery, if ever. At least \$10,000,000 have been expended in experimenting with storage cars and storage machinery are now being used. One of the greatest difficulties in the use of storage batteries so far has been what is known as buckling of the plates in the battery. This produces a short circuit and consequent burning out of the motor. Then there is a great waste of power in charging and discharging the batteries. The cars have to be very heavy, and necessarily the power to move these heavy cars has to be much greater than that needed to move the lighter cars of the trolley system. All these things tend to make the storage system so much more expensive than the trolley as to make its adoption quite out of the question. It is true that the storage system has been greatly improved in the last few years and can be run much more economically now than formerly, but the trolley system has also been improved quite as rapidly in the direction of economy. My idea is that the time will come when the current will be carried in some way through the rails and the ground.

"The first cost of an electric trolley line is considerably greater than that of a horse car line. Suppose you have a 5-mile route in a city of 200,000. You lay double tracks and therefore have 10 miles of rails. To lay this track for horses will cost you \$6,000 a mile, or \$60,000. Thirty cars at \$800 each will be \$24,000. Three hundred and fifty horses at \$100 will be \$35,000—in round numbers say \$99,000 for cars and horses, and \$9,000 for carhouse, barn and 'retainers,' making \$108,000 in all. For a trolley line the cost of the roadbed will be \$12,000 a mile, or \$120,000; the cars with motors will cost \$3,000 each, or \$90,000, and the power house and carhouse \$180,000, or \$490,000 in all. But after the extra first cost of construction has been met the economy is all in favor of the electric as against the horse car line.

"The electric cars move enough faster to enable us to get about one-third more service out of cars and men in the same time and for the same expenditure in wages—that is, it takes the horse cars on a line I have in mind 1 hour and 45 minutes to make the round trip, while the electric cars do the same in 1 hour and 5 minutes. The next big item in operating a horse car line is the feed for the horses, and in operating an electric line fuel. In the case I have in mind, where coal is sold at tide-water prices, the fuel now costs only about 50 per cent of what the feed used to cost. In other places where coal is cheaper or where water power can be used the saving will be greater. There is also a great saving in the matter of caring for the motive power. The cost of engineers and firemen to run a big power house engine is not over one-third as great as for hostlers and stablemen to care for the horses.

"The fact that the cars make the runs so much quicker produces practically the same result as the addition of one-third more cars, and in a city of 200,000 that means practically an addition of one-third more business. So you see that while the first cost is greater the operating expenses are much less, there is a considerable addition to the gross earnings and a very large addition to the net income. These are the reasons why the trolley wires are driving the horse out of the business of drawing street cars."

L. D. MARSHALL.

A PROMINENT FIGURE

COLONEL FRED C. AINSWORTH IS NOW MUCH DISCUSSED.
Indignation Arising From the Collapse of the Old Pension Shanty—A Man of Force and Executive Ability—Hated, Admired and Feared.
[Special Correspondence.]

WASHINGTON, June 22.—The most discussed man in Washington is Fred Crayton Ainsworth, colonel in the United States army and chief of the record and pension division, war department. There has been nothing since Gaitan's time approaching the indignation arising from the recent collapse of the building in which nearly 500 men were at work. This indignation is mostly directed against Colonel Ainsworth. His worst haters are his clerks, of whom many appear to have smoldered with rage against him for years.

Among high public officers he has lots of believers, for Colonel Ainsworth is a man who has achieved results. The method by which he has accomplished these results is a matter of contention. Their accomplishment none denies. He seems to have been a forceful, driving man, who, like a great contractor, was willing to take risks. He is now going quietly about his business heedful but not excited over the clamor against him. Amid the shouts of "Murder!" "Hang him!" at the inquest the other day he sat quiet, pale and calm, evidently appreciative of the critical situation, but not unduly alarmed. That an insurance on his life would be an unusual risk he knows. At the inquest a revolver was in his pocket and was taken secretly from him by a friend. When I spoke to Smith Thompson, one of his bitterest clerks, about danger, he said, "Ainsworth's plucky, and any one who fools with him may get hurt." The nervous, wiry, black bearded, overworked deputy coroner, Dr. Schaeffer, was evidently anxious Ainsworth should leave the scene, but he would not and forced the inquest to adjourn.

As he sat at the inquest, Ainsworth looked able to care for himself against ordinary odds. He is nearly 6 feet tall and weighs about 190 pounds. It is said that he taught boxing when a young man. However that may be, he is an athlete, and his bulging chest pushes plainly against his garments. His hair and mustache are black, complexion rather sallow, features good and strong and plainly showing dogged will.

Ainsworth is a Vermont. In 1874 he entered the army as an assistant surgeon by examination after graduation from Columbia college. Five years later he was a captain, serving meanwhile in the far northwest, Alaska, Lower California and Arizona. At Fort Mackintosh, in the southwest, there is a little gymnasium, and persons stationed there say Ainsworth was a handy man with his fists and skillful on the bars.

In 1880 he was assigned to duty at San Antonio, Tex., and staid there five years. He was accounted the best surgeon in the state and a companionable fellow. There he married a sweet, refined woman, a former Washingtonian and sister-in-law of Colonel Heywood, commandant of the marine barracks here. His own disposition is that of a good friend or bitter enemy, with little regard for feelings.

The opportunity which is said to come to every man at least once in a lifetime came to Colonel Ainsworth in 1886. Every time a pension was applied for the surgeon general's office was asked for the hospital record. There were about 6,000 big hospital ledgers, arranged on no system. Each call was answered by searching through the ledgers until the name wanted was found. Sometimes the search took three months. The records from constant thumbing were becoming indecipherable. Once obliterated, the records were gone irremediably. Secretary Endicott wanted some one to bring order out of approaching chaos. Choice fell on Captain Ainsworth, then in New York.

Colonel Ainsworth invented no new system. His merit consists in the application of something that had not theretofore been devoted. He applied the card catalogue system to the hospital records. He had the hospital rolls gone through and the entry made against each man's name placed on separate cards. These were all placed in a great hopper, and everything was to each man assembled and his whole hospital record transferred on a single card. These cards were then properly arranged. Now, if a man's record is wanted, the card can be obtained in an instant and its contents transcribed and put back in place. The system is wonderfully accurate.

Colonel Ainsworth is a believer in military discipline and is probably ambitious. During the past winter he told the house appropriation committee, which asked about pension reforms, that the commissioner of pensions had no more authority over his clerks than a country schoolmarin. The way to run the pension business, he said, was to put it under the army. The chief should be at least a brigadier general. Colonel Ainsworth protested that he would not wait the place even at that.

C. H. MERRILL.

COLONEL F. C. AINSWORTH.

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