Barr's

Never overvalue any article they quote in the papers. There is so much "Buncom" in the general style of advertising that it is hard to discriminate between the real and fictitious. Barr's have no need to resort to such methods, their goods and prices speak for themselves to every intelligent purchaser. When Barr's make any special mention of prices on goods bought way below their value, you may depend upon them being just as represented. Our success in the past has been achieved in that way. We are meeting with the same success here by following the same rule.

Barr's

GOOD GOODS at LOW PRICES

Barr's

Being constantly in the market looking for SPECIAL DRIVES we have something new and cheap to offer you at all times. The express companies and freight lines bring new additions to our store every day, so you can't help finding bargains in all our departments every time you pay us a visit. We call your attention to three of our departments, namely:

Millinery, Cloaks and House Furnishings.

These departments have been patronized by the people of Omaha and vicinity to an unusual extent and we are anxious ALL should visit them and get some of the Novelties and Bargains there.

INTELLIGENT INVESTIGATION PAYS.

Wm. Barr Dry Goods Co.,

Sixteenth and Douglas Streets.

THE RACE OF THE IRON HORSE.

Facts and Figures of Modern Railroad Affairs.

YOU CAN TRAVEL ON YOUR TRUNK

An Odd Coincidence—Less Risk But More Responsibility—A Phenomenal Railroad Year—The Demand for Cars.

You Can Travel on Your Trunk.

Indianapolis Journal: "Do you know that if a man has a heavy trunk he can sometimes travel a long distance on a railroad without a ticket or any money?" said a young man yesterday who had recently made his way back from Texas with but a few dollars. "When I reached St. Louis I had but 5 cents in my pocket and I did not know a man there I could ask for a loan. I went to the ticket agent, and, making known my condition, asked him how I could get to Indianapolis. 'Have you a trunk?' he asked. I told him that I had, and he said he would introduce me to the conductor. When the conductor came up I was introduced, and he asked me for the check to my trunk, which I gave him, and he then gave me a small ticket which he said would get my trunk in Indianapolis. I asked him how much the trunk would cost me when I went to get it out, and he said $7. Well, I got through all right, but when I presented the ticket for the trunk it cost me $9 instead of $7. I have been wondering ever since who got that money, but I didn't care, for I was glad to get back to Indianapolis even on those terms."

An Odd Coincidence.

Commercial Advertiser: From Birmingham, Ala., comes a weird story of two friends—George White, engineer of a fast passenger train, and Bob White, foreman in the machine shops of the Louisville & Nashville road. They had a habit of making each other small, pretty gifts, and this summer the machinist constructed a clock rather out of the common as a present to the engineer. When finished he set it running to insure perfectness, and for awhile it ticked away as merrily as you please. Suddenly, without cause or warning, it stopped at 2:39 a. m., but nothing was thought of it till next day, when news came that exactly at that hour its prospective owner had been killed in an accident, and the oddest part of all is that no amount of starting or regulation since has ever been able to make the clock run past that fatal minute.

Less Risk, But More Responsibility.

Globe Democrat: The running of a locomotive is becoming a position of more responsibilsty, while the dangers of the position are becoming less. And with these changes the more important it is becoming to have competent men on the footboard. A few years ago the engineer had no air-brake to take care of, but he might get killed for the want of one. If he wanted to stop bad he whistled "down brakes," put her in the "breechin'" and waited for the brakemen to get in their work. Now every improvement puts more cares on his head and hand. He has the care of and handles a complicated brake, he is responsible for the observance of a thousand signals, the heat of the cars has been asked from his supply, and he will soon have another little engine and a dynamo to care for, yet with all these things to look after, unless one stops to think for a moment, an engineer is looked upon as a man who has a soft snap.

Flattering Outlook.

Globe-Democrat: Tha last quarter of the year promises to be a phenomenal one for the railroads, affording a remarkable contrast to the light business and meager revenues of the earlier portions of the year. They are now beginning to handle the largest amount of traffic that was ever offered to them, and with rates generally restored to a remunerative basis, there is no reason why earnings for the next few months should not be equal, if not greater, than any ever recorded for a similar period. All the roads east and west are short of cars and every wheel that can be turned is in motion. Under such circumstances the companies are not likely to furnish any motive power for cut-rate competition, if they can possibly avoid it. It is easy to see that, with good paying rates and all cutting done away with, a larger mileage than ever before and all the traffic that can possibly be handled with this increased mileage, and more efficient equipment, the last quarter of the year can scarcely fail to be one of unexampled prosperity. The railroads have made the worst showing they can this year. It must be admitted, however, that, while all is serene in other quarters, the situation east of Chicago is rather slow in righting itself, and some of the managers are growing very impatient at what they call the perverseness of the Pennsylvania road in refusing to restore the rate on grain. There is a good deal of doubt as to the attitude of the Pennsylvania, which is just now more of an enigma to the other roads than it ever has been before. Some of them say it does not know its own mind. Certain it is that the other lines do not know what it wants, and are somewhat suspicious of its motive in adhering to the low rate. The curious part of it is that the Pennsylvania is apparently making no effort to secure the grain traffic, and other roads are really carrying the greater portion of it. But whatever stumbling-blocks there are in the way of full settlements, it will be found that better rates and good profits will come with the enormous business ahead.

The Car Demand.

Globe-Democrat: There is one great annual ebb and flow in the demand for railroad cars. The active season generally opens about September and continues for perhaps six months. During this period the demand for cars exceeds the supply. Then comes another six months of comparative dullness, during which side-tracks are often incumbered with long lines of empty and unused cars. It is the movement of the great crops simultaneouly in all parts of the country that swells the demand of cars in the autumn to an excess of the supply. In regions where this traffic of the earth's annual products constitutes the main business the difference between dull and busy seasons is of course most clearly marked, and in districts of heavy miscellaneous traffic the lines of difference are often almost obliterated, and an approximate uniformity the year through takes their place. But on an average the relative demand for cars on roads in the north varies for the two seasons as two and three. If 2,000 cars suffice to move the freight on a road in April it may be expected that in October 3,000 cars will be required. In the south, because of the relative importance of the cotton crop, the difference is greater. If 1,000 cars are ample in summer 2,000 will be needed in winter. Most railroads have more cars than their minimum requirement and fewer than their maximum needs.

The recent failure of the per diem car charge and the complete return of all lines to the mileage system of rental for foreign cars diminishes the chances of a road keeping its own cars, for the cost to other roads for retaining them is less. When a car now once leaves the line of road that owns it, it never returns until loaded, and is often detained for months for local business. Southern roads, from their greater needs, "steal" more cars during this season than their northern neighbors. Let a car once get beyond the Ohio river and it is useless to hope for its return before spring. General managers may promise to return it promptly, but once in the southern service it successfully eludes all efforts for recapture, and the owner must content himself with the mileage. A car tracer recently went after one of his missing cars and found it at last down in a remote corner of Texas, where the enterprising borrower had converted it into a station house for a new town. A post-office was established in one end and a country store for the other. It required considerable diplomacy to oust the tenants, but the car tracer finally won his point. Under the mileage system the possessors had no rent to pay.

A Venerable Locomotive.

Kenesaw Gazette: It is not twenty steps from the leviathan locomotive, Governor Joseph E. Brown, now receiving the finishing touches in the locomotive paint shop of the Western & Atlantic railroad, in Atlanta, Ga., to another locomotive, dilapidated, comparatively insignificant, exposed to the elements, without shelter or care. It is the North Carolina, and the legend on its boiler front reads:

M. W. BALDWIN,
1852,
Philadelphia, Pa.

The North Carolina was built for the Western & Atlantic railroad thirty-six years ago, and at that time rated as one of the finest locomotives in the south. Master Mechanic Collier regarded the old "scrap heap" mournfully, and with a sigh said: "I would regret to see her broken up. I passed wood on her in 1858 I'll keep her here as long as I can—she'll do to pump water with in case of accident to the waterworks." Mr. Collier says he presumes the North Carolina is the oldest locomotive in the south. She was used during the war, hauling refugees to places of safety, but has not been in active service of late years. As compared with a locomotive she is certainly a curiosity.

Stanford to Retire.

Globe-Democrat: It may be stated on first-rate authority that Senator Leland Stanford, one of the four founders of the Southern Pacific company, will soon resign the presidency of the company, which he has held continuously for a quarter of a century. The annual meeting takes place early next winter, and it is then that Stanford will retire. He will reach New York next Saturday from Europe, where he has been trying the waters at Hamburg and Baden without much effect. His health and strength are seriously impaired, and he desires to give his time to the management of the new university at Palo Alto, which is a memorial of his dead son. This university will probably be opened to students early next year. Stanford, it is said, has only a few millions of bonds and stock of the Southern Pacific. The heaviest owner of the heirs of the original founders is the Crocker estate, which is managed by Colonel Charles Fred Crocker, the man who is generally regarded as most eligible to the position of the president. He was thoroughly trained by his father in all the details of railroad business, and he has developed executive ability of a high order. For several years Stanford has done very little work at the railroad offices. Most of his duties have devolved on Stephen T. Gage, an old and trusted official, who was lately made Stanford's assistant in the management. The Southern Pacific, though the gross earnings are very large, does not pay as good an income as many eastern roads. The reason is because the high officers draw unusually large salaries, and because so much railroad building is being done. They pay well, and the company's salary list includes some big salaries, the president (Stanford), vice president (Huntington), and second vice president (Crocker) all get $25,000 yearly each. Timothy Hopkins draws $15,000, Stephen Gage, Stanford's assistant, gets $12,000, while a half dozen others, including the counsel receive $10,000. The business of the road is growing so rapidly that the company has been unable to meet the demand for freight carriage this year, and the prospect is that another year will witness an even greater development of overland traffic, of which this great system gets the lion's share.

Tabulating the Accidents.

In every well-regulated railroad office, says the Globe-Democrat; there is a department where an exhaustive record is kept of every accident, trival or serious, that occurs on the property of the company. The record is kept as a necessary protection against unjust damage suits. Experience has demonstrated that quite often a suit will be instituted against the company several years after the injury complained of has been received, and at a time when the witnesses to its occurrence have either been forgotten by the company or have themselves forgotten the occurrence in its essential particulars. In consequence the defence of the company has been lame and halting when, in the estimation of the company, it might have been better. Now, when an accident occurs, be it only the mashing of some poor brakeman's thumb, the unbending rules and regulations require that each employe give a written statement of the affair, and if the accident be serious that the names and statements of other witnesses also be procured. These are filed for future reference, to be used as circumstances may require. In a ponderous folio are carefully indexed the names of all persons injured or killed, with their residence, the place of accident, etc. This book on a large railroad system is rapidly filled with names, for each day brings a number of casualties. It is a gory record. Perhaps half the total casualties occur to trainmen while coupling cars, but there is a prentiful sprinkling through the list of tramps falling beneath the wheels, of passengers injured while alighting from or boarding a train in motion, and many other varieties. Some are peculiar. Here is an instance: Following the address of a country physician in the record of a local road is the single announcement. "Stood out in the rain and caught cold," etc., a curious entry indeed. The history of the case is that the country physician, one damp raw evening in December, tramped from a patient's residence to a lonely railway station and arrived in a state of profuse perspiration. The station was locked and the passenger was compelled to await his train by standing out in a drizzling rain. He caught a severe cold from exposure, sued the railroad company, and settled his case for $1,500.

A bachelors' club, organized at Bentonville, Ark., is to impose a heavy fine on members unmarried at the end of 1889, excepting those who can give satisfactory evidence that they have proposed and been rejected three times during the year.

AMONG THE ELECTRICIANS.

Development of the Great Agent of Modern Civilization.

ELECTRIC POSTAL RAILWAY.

Use of the Electric Light in Fishing—Electric Cable Road—Use of the Phonograph — Shocks and Flashes.

A New Electric Postal Railway.

Electrical World: The Sprague Electric Railway and Motor company is now building for the Electro-Automatic Transit company, of Baltimore, three twenty-five horse-power railway motors of a special type for operating a car on the last named company's experimental road. This road has been erected at Laurel, about twenty-five miles out of Baltimore, and carries three rails, one above the car for carrying the current, and two below, which support the car and constitute the return circuit. The motive power for this road will be supplied entirely by electricity, and the cars will be controlled and the brakes applied by the same power. Each car is built of sheet iron, is two feet square and about twenty-one feet long. Two cars constitute a train, and when joined, they are connected after the vestibule pattern by a flexible connection the size of the car itself. The speed which it is expected to attain is five miles per minute. It is the intention to soon build two roads for carrying mails and other light freight, one between Baltimore and Washington and the other between St. Paul and Chicago.

Use of the Electric Light in Fishing.

Many attempts, says Engineering, have recently been made to employ the electric light as a means of attracting fish to a particular place so as to facilitate their capture. The arrangement generally adopted has been to plunge an incandescent lamp in the water, connection being made by leads with some source of electricity on board the fishing craft. When, however, this arrangement is adopted in deep-sea fishing, it is found that the mains to the lamp are very liable to foul the fishing appliances or the cable of the vessel. In short, it has been found impossible to maintain a permanent communication with a lamp plunged to a considerable depth below the surface of the water. M. Paul Regnard has got over this difficulty by adopting a lamp worked by a primary battery, the whole of which can be tossed overboard and reclaimed at some future time. The battery used consists of six Bunsen cells, in which, however, the nitric acid is replaced by chromic acid. These cells run a small Edison lamp.

Electric Cable Road.

Electrical World: Reports come from Switzerland of a novel combination of the electric and cable systems on a road up the Burgenstock. Current is transmitted three miles to the road from a couple of twenty-five-horse-power dynamos driven by water power, and the dynamos, charging accumulators for the purpose, operate two motors stationed at the head of the road, which is 938 metres in length. The motors are connected with and drive a rope system which hauls two cars up and lowers them. Each car will carry fifty or sixty persons. It might be mentioned that the same water power furnishes current for lighting the big hotel and pumping up spring water by motor, but the chief point to us lies in the suggestiveness of the first application. Such a plan as this might well be adopted on street car lines which happen to include a steep grade or two, for it would certainly avoid the necessity of subordinating the whole plant to the requirements of a few short sections.

Use of the Phonograph.

Electrical World: Whatever may have been the criticisms against the old phonograph, the conviction must force itself upon those who have studied the subject, that with the rapid improvements that are going on in the phonograph and graphophone, their use will become general in a short time. The experience of those who use the instruments for the first time is no guide in any way as to their values, because, as in the case of the telephone, it requires a little practice to become accustomed to interpret the sounds which emanate from the cylinder. Once acquired, however, the reading from the phonograph is as simple a matter as the reception of a message over the telephone; and, indeed, in some cases far easier.

Electric Tramways in Salt Mines.

Science: In the new Stassfurt (Germany) mine an electric tramway has been in operation since January, 1884. It was built by Siemens & Halske, and was a success from the start. The engine is of twenty-horse power, and is placed above ground at the mouth of the shaft. The dynamo is compound wound, and gives about forty amperes of 300 volts. The current is taken through cables to the tram-line, a distance of 410 meters. The motor is supplied from overhead iron conductors, insulated from the ground. The motor is simply one of the well-known type of Siemens dynamos, placed horizontally on a car to economize space. The dynamo supplies about twenty-horse power of energy, the motor gives about ten-horse-power—an efficiency of only 50 per cent. The weight of the wagons to be drawn is about 2,500 pounds, and there are sixteen in a train. The mean speed is about six miles per hour. This line is not in any way so efficient as those that can be put up to-day, but some figures as to the cost of working are of interest, especially as the road has been long enough in operation to allow an accurate estimate to be made. In 1824, 176,196 trucks were handled, and the working cost, including all items, wages, fuel, etc., with 15 per cent for interet and depreciation, was 10.1 pfennig (about 2½c) per truck, while the cost before had been 20 pfennig (5c). In 1887 the figures are still more favorable, as the underground electric way had been considerably increased. The cost was 8.3 pfennig (about 2c) per truck, or 12.92 pfennig per kilometer ton, as compared with 34.2 pfennig per kilometer ton by human labor, which the electricity displaced. If the few electric tramways in mines that are now in operation in this country were investigated as to cost, it would be found that their economy is as great as that given above. It is only a question of a few years when mule and man power in mines will be replaced by electric motors.

Machine Telegraphy of To-day.

New York Sun: Mr. D. H. Craig, formerly manager of the Associated Press, has devoted nineteen years to the development of machine telegraphy, and claims to be able to telegraph 2,000 words per minute from each end of a wire, a total of 4,000 words in sixty seconds.

The messages or reports are legibly and uniformly recorded in ordinary telegraph characters, which can be read by clerks familiar with them at the rate of about one hundred words per minute.

Messages, to be sent over the Morse lines, must be written or printed; but a message to be telegraphed by the new system must be perforated, for which Mr. Craig has a beautiful little machine, 8x10 inches, with two banks of keys, called a "composer," which even a child can operate reliably and quite expertly after an hour's practice, and after a reasonable amount of practic fifteen to thirty words per minute can be perforated. Simultaneously with the perforations the machine prints, in plain Roman letters, every word of the message, which is retained, while the perforated message is sent to the telegraph office the same as a message is sent in manuscript to be telegraphed over a Morse line, with this difference—the machine message will be transmitted at the rate of 1,000 or 2,000 words per minute, and be legible and accurately recorded in telegraph characters, and the Morse message will be telegraphed by the hand-key system at the rate of fifteen to twenty-five words per minute and be recorded by "sound" reading in ordinary manuscript. It is claimed that the machine record is three times more accurate than "sound" recording.

With the regular office perforator experts do, reliably, fifty words per minute, or 3,000 per hour, and it is claimed by Mr. Craig that the actual cost of transmitting 1,000 words 1,000 miles is not over 2 cents.

The cost of paper to perforate 1,000 words is 1 cent, and 2 cents for recording paper. Experts, young men or young ladies, do perforating for 10 cents per 1,000 words and the same for copying on the typewriter—total, 25 cents for completing 1,000 words. On this basis it would cost for labor and paper less than $30 to telegraph and complete forty-eight columns of this newspaper from New York to Chicago.

Mr. Craig has also devised a new telegraph wire, made of pure copper with a slight mixture of silica, which is said to increase the tensile strength to twice the strength of steel of equal size, the exact tensile strength being reported as 133,000 pounds to the square inch.

No. 4 gauge wire weighs over 900 pounds per mile, and has but one ohm of electrical resistance per mile. With such a wire, extending from New York to San Francisc, the electrical resistance would be about 3,000 ohms, while a majority of the telegraph wires between New York and Washington show an electrical resistance of more than 4,000 ohms—thus the new siliconized copper wire will bring San Francisco nearer to New York, electrically, than New York is to Washington.

Mr. Craig's apparatus is now on exhibition at Washington, in a room in the capitol near the senate chamber.

The most efficacious stimulant to excite the appetite is Angostura Bitters, the genuine of Dr. J. G. B. Siegert & Sons.

Why They Preferred it.

Minneapolis Tribune: They met in a restaurant and fell into conversation about their lunch. "Ah me," said the first, "the approach of winter saddens me. I would it were always summer." "Now I," replied the other, "like the winter season. In winter I regain my health, enjoy life, meet friends and have a jolly time, which I never do in summer."

"What is your business?"

"I am an umpire. What is yours?"

"I am a snow shoveler."

"Ah!"

Horsford's Acid Phosphate,
For Indigestion,
Dyspepsia, and diseases incident thereto.