

Barr's

IT IS YOUR bounden duty to read this "ad." It tells you how to grow rich while spending your money, and how to stay rich by spending it at Barr's. YOU'LL FIND some matters of general interest, many stubborn facts, and a great fund of useful money-saving information in this "ad."

SILKS.—Unsurpassed bargains in Barr's silk department this week. A glance at our price will convince the most dubious.

10 pieces 25-inch FORTLAID SILKS, 50c yard
10 pieces 25-inch TAFFETTA SILKS, 50c yard
10 pieces 25-inch PLAIN SUMMER SILKS, 50c yard
10 pieces 25-inch STRIPED LINA SILKS, 50c yard
10 pieces Black Falles and Gros Grains, 50c yard

On Monday morning the above goods will be on our silk counter, and we advise you to have the advantage of more time and attention.

LINENS.

2000 yards BARR'S TURKEY RED DAMASK, 25c
Good value at 60c.

1200 yards BARR'S POPULAR CREAM DAMASK, 40c
Extra heavy, the quality we sold at 85c.

640 yards BARR'S BLEACHED SATIN DAMASK, \$1.50
Those beautiful patterns we sold at \$2.00.

We display the Turkey Red Damask in our east window.

HOSIERY.

High Grade Hosiery at Nominal Prices.

35 dozen MISSES' HOSE, in black and Balbriggan stripes, all sizes, worth 10c a pair. Barr's price to close, only 7c.

50 dozen LADIES' FANCY STRIPED COTTON HOSE, full regular made, 25c goods at Barr's for 15c a pair.

LADIES' BLACK Lisle THREAD HOSE, fine gauge, warranted fast color, and will not creek, good value for 50c, at 35c.

LADIES' JERSEY FITTING RIBBED VESTS, low neck and sleeveless, a special bargain at 25c each.

DRESS GOODS.

60 pieces 40-inch All Wool FOULE BEIGE, will be offered at Barr's this week.

60 pieces 40-inch All Wool FRENCH SERIE, full line of choice colorings and a beautiful cloth, confined to Barr's only 50c per yard.

50 FRENCH COMBINATION SUITS, Barr's price for this week, \$10.00 each.

WE INVITE INSPECTORS AND INTELLIGENT INVESTIGATION PATS.

GENTS' FURNISHINGS.

Unlaundered shirts, reinforced bosoms, 50c each.

Gent's seamless half hose, 10c pair.

Gent's British half hose, 20c pair.

Gent's Fr's Flannel Shirts \$1.35 each

LACES.

In our Lace Department we are offering:

42-inch Spanish Lace Flouncing at 85c yard.

42-inch Chantilly Lace Flouncing at \$1.50.

45-inch Val. Lace Flouncing at 80c, 75c and 90c.

Real Antique Tides at 7 1/2c each.

RIBBONS.

BARR'S No. 12 Armure Directoire Ribbon, 80c per yard, in all the newest shades.

9-inch All Silk Moire Sash Ribbon, \$1.25.

Gros Grain, satin edge, No. 12 only, 20c per yard. Finest assortment of shades in the city.

CLOAKS.

BARR'S Cloak Department takes the lead for new styles, fine quality, perfect fit and endless variety.

Ladies' Silk, Pongee, Alpaca and Mohair Ulsters, in black and colors, just the thing for traveling, ranging in price from \$4.50 to \$15.00.

Tuxedo Suits for Misses and Children at popular prices.

TRIMMINGS.

BARR'S have the latest and best assortment of Dress Trimmings.

Ornamental Gimp in all colors at 40c yard.

Tinsel Galoon, in all shades 25c yard.

A large assortment in Jet, Silk and Pearl Ornaments, also Applique, Passanterie and Gimp.

UNDERWEAR.

20 dozen ladies' Drawers worth 60c, at 35c.

19 dozen ladies' night Dresses, \$1.25, at 50c.

13 dozen ladies' muslin Skirts, 85c, at 50c.

PARASOLS.

Just received, a full line of Carriage Parasols.

Parasols, in all the latest styles and colors, at \$1.75, \$2.75 and \$3.50.

Children's Parasols at 20c, 30c and 50c.

Plain and fancy checked, \$1.

ART.

Ladies will always find a complete stock of fancy articles and all the materials used in ladies' fancy work, at

BARR'S ART DEPARTMENT.

We call special attention to our low prices on the following articles: Stamped Linen Ties, 5c apiece. Stamped Linen Splashes, 10c apiece. Stamped Linen Dresser Scarfs, 2 yards long, 40c.

Call and see our novelties in this department.

HANDKERCHIEFS.

100 dozen Ladies' Linen Lawn Handkerchiefs, 5c each.

75 dozen Ladies' Linen Lawn Handkerchiefs, 7c each.

50 dozen Ladies' and Gents' Linen Handkerchiefs, 10c each.

100 dozen Ladies' and Gents' Linen Handkerchiefs, 12c each.

The above are the balance of a manufacturer's stock closed out at 50 cents on the dollar.

GLOVES.

20 dozen Lisle Thread Gloves will be offered at Barr's this week at 25c per pair.

30 dozen 6-button Mosquitaire Kids, undressed, will be sold at \$1.35 pair.

50 dozen Children's Silk Mitts, black and colored, at 40c pair.

GLOVES FITTED TO THE HAND.

WHITE GOODS.

Special! At Barr's! White they last.

30 and 35-inch BARRED MULLS, At 10c

CRAYE CLATH, a full assortment of colors, At 15c

BARR'S Fancy Jubilee Stripes, Colors, and Satin and Hemstitch Stripes, in white, 25c

WASH FABRICS.

Just received 25 pieces fine PLAIN ZEPHYR GINGHAMS, 25-inch, At 25c

BARR'S FINEST QUALITY HANDSOME WHITE LINEN, the finest ever shown, At 30c, 40c and 50c

Note: The first consignment of PURE LAIN LAWNS were received at Barr's this week; handsome variety of designs, At 25c

CALICOES. Special this week.

BEST AMERICAN ZEPHYR, At 10c yard

BEST AMERICAN SATENS, At 12c yard

BEST SWEDEN FINISH CALICOES, At 14c yard

Embroideries.

Barr's will offer this week a fine line of Matched Embroideries, in Swiss, Nain-sook, Hamburg and Piques, at

5c, 8 1-3c, 10c 12 1-2c and 15c.

Swiss Flouncing, 68 inches, at 60c, worth 85c.

Pique Flouncing, 48 inches, at \$1.50, worth \$2.00.

Finished Braided Pillow Shams at \$1.00 Pair.

Lace Pillow Shams, 50c. 60c; Stamped, 20c.

CORSETS.

We are now offering special bargains in Corset Department.

25 dozen Corsets, worth \$1.50, at \$1.00.

10 dozen Corsets, worth \$1.00, at 65c.

30 dozen Corsets, worth \$1.00, at 80c.

House Furnishing Department.

10,000 dozen Clothes Pins, At 1c per dozen

67 dozen Scrub Brushes, At 5c each

8 dozen Chopping Knives and Bowls, At 20c set

25 dozen Floor Mats, good, At 15c each

50 Pa Sets, 56 pieces, At \$3.50 per set

29 dozen Hat Racks, At 10c each

300 Lunch Baskets, At 10c each

37 dozen Decorated Trays, At 5c each

BLACK GOODS.

Our spring and summer stock of Black Goods is complete and we offer some extraordinary value in Nun's Veilings, for something stylish, handsome and the latest weaves in light weight black materials, see them at Barr's Black Goods department.

French All Wool Nun's Veiling, 50c, 75c, 95c

Clairettes Silk Warp, \$1.10, \$1.25

Parmattas Silk Warp, \$1.25 to \$1.50

NOTIONS.

500 gross Dress Pearl Buttons, 4 sizes, At 2 1/2c dozen

200 gross Ivory Buttons, in flat and ball shape, At 5c dozen

100 gross full ball Pearl Buttons—A screaming bargain, At 10c dozen

50 cards best quality Feather Stitch Braid, At 20c each

50 yards best quality Lacey, fancy flowered, At 5c yard

200 pair best Stock No. 2 Dress Shaws, At 13c pair

1000 spools Barbour's Linc Thread, all numbers, At 10c spool

200 bottles best Ammonia, pint size—good value, At 10c bottle

FLANNELS.

50 pieces Outing Cloth, worth 17 1/2c; Barr's price, 12c per yard.

Yachting Flannels, 30 different patterns, worth 40c; Barr's price, 30c per yard.

25 pieces Tommie Suiting, 32 inches wide, fancy, worth 60c; Barr's price, 45c per yard.

CURTAINS.

800 yards 26-inch Scrim, 7 1/2c.

500 yards 36-inch Fancy Scrim, 12 1/2c.

50 pair Lace Curtains, 4 yards long, 80 inches wide, handsome patterns, only \$1.25 pair.

FANS.

3,000 Japanese Folding Fans at 1c each.

10 Cases Satin Palm Leaf Fans at 2 1/2c each.

5 Cases Japanese Open Fans at 5c each.

10 Dozen Feather Fans, in all colors, at 35c each.

25 Dozen Japanese Parasols for decorating, 10c each.

MILLINERY.

We are now offering special bargains in Barr's Millinery department in children's goods. See prices:

50 dozen Children's Trimmed Sailor Hats, At 25c each

60 dozen Children's Trimmed Hats, At 35c each

50 dozen Children's Trimmed Hats, At 50c each

We have many others ranging in price from 25c to \$2.00. Every lady should see them as they are just the thing for school wear.

Country orders for goods or samples will receive prompt attention if addressed to the Wm. Barr Dry Goods Co., 16th and Douglas Streets, Omaha, Neb.

Barr's

Great Central Dry Goods Store, fronting on 16th and Douglas Streets, in the retail and street railroad centre of Omaha.

BALTIMORE'S CITY HALL.

Its History, Together With a Detailed Description.

AN ARCHITECTURAL ORNAMENT.

The Mayor's Luxurious Apartments—The Council Chambers—The Public Reception Rooms.

Baltimore's Public Building.

BALTIMORE, May 3.—[Special Correspondence of THE BEE.]—The principal building of Baltimore in the way of architectural design, proportion, and cost, is its city hall. At the time of its erection, it was, no doubt, the finest of its kind in the country, and even now can keep its place among the best. Baltimore, like most other cities, struggled along for a long time with crowded quarters for its city officials in inadequate and unsuitable buildings. The first move toward its present condition was made as early as 1854, when the ownership of a square in the heart of the city was acquired by purchase. Possession was not obtained until four years after, and nothing further was done until 1860. At that time a plan was adopted and bids received, but all were rejected on account of the excess over the estimate. The war put an end to negotiations for the time, but as soon as it was over efforts for obtaining a new city building were renewed. The plans of the structure presented by George A. Frederick, a local architect, were accepted; a building committee was appointed, and work commenced the following year. The corner-stone was laid on the 18th of October, 1867, when but a small portion of the foundation was in position. It was originally placed at the southeast corner, but subsequently removed without ceremony to that on the northeast. Considerable damage and delay was occasioned by an overflow of Jones' Falls in 1868, and the next year operations were entirely suspended by reason of legal proceedings which declared the invalidity of the ordinance creating the building committee. Work was again resumed the following year and continued without interruption until the completion of the building. The dedication took place October 25, 1875, ten years after the adoption of the plans and eight after the laying of the corner-stone.

The building is constructed in the style of the Renaissance, but modified by a partial mansard roof. The exterior walls consist of Maryland marble resting upon a darker base. The whole is about 228,149 feet, comprising a cellar, basement and three stories, one of which forms the mansard. The superficial area of the block is 51,000 square feet, while that covered by the structure is 30,532 square feet. The general plan consists of a massed center and two connected lateral wings; the former finishing its top with pediments, the others with mansard roofs. The principal entrance faces east on the center front and is adorned with an elegant portico supported upon fluted columns, a balcony surmounted by a balustrade. The main doors are of carved mahogany, bearing the seat of the city. There are four entrances to the basement story opening one upon each street bounding the square. The center supports the tower which

can be seen from almost every part of the city. It rests upon a marble base, but the top is constructed entirely of iron. It forms an oval-shaped dome some fifty feet in diameter at the bottom. Between the ribs of the dome are twelve circular windows, four of which serve as faces for the town clock. This latter is run by electricity and illuminated at night. The roof of the tower upholds a covered balcony or "lantern," from which a magnificent view of the city may be had. Within this is hung the large bell of the clock; also used for alarm in case of fire. The clock is in the center portion of the building is ninety-five feet above the street. Including the tower, it reaches a height of 227 feet.

The whole building is fire-proof. The corridors in the interior are wide and well-lighted. They are tiled in black and white marble and encircled by a marble base-board. The casings are of natural wood, but the floors of the offices and rooms are of yellow pine, which is covered either by carpets or oil-cloth. Together there are 102 rooms in the building. The cellar is twelve feet deep, and contains the heating and ventilating apparatus besides the store-rooms. The basement is fifteen feet high, and is used for the city's offices. Each room is heated by the hot-water system, and is also furnished with an open fireplace, in some instances quite handsome. Each department has its separate vault, while two elevators are in readiness to convey passengers from story to another. The rotunda, in the center wing is directly beneath the dome. It is illuminated by a light-shaft which is covered by a stained glass top, showing the city's seal and figures emblematic of commerce, agriculture, manufacture and the arts.

The lateral wings correspond with each other in their divisions. Each is lighted by an open court, also affording ventilation. The council chambers are situated in the southern part of the second story, and are each about forty feet square and thirty-five in height. They are elegantly furnished, draped with heavy curtains, and adorned by paintings and busts of the former mayors or prominent officials. The ceiling is decorated with gilded stucco work. Each branch of the council occupies its own chamber. They are furnished with desks and finely upholstered chairs, twenty-two in the one and eleven in the other. A small gallery in each is entered from the story above. Between the two chambers are the toilet and committee rooms. In the northern wing, corresponding in position to these apartments, is a large public hall, 140x40 feet, and of the same height as the council chamber. This is used on public occasions for receptions, funerals, etc. It also, is ablaze with gilded ornaments and ornamental walls. The dilapidated condition apparently the result of water from a leaky roof.

The mayor's apartments are in the first story and are furnished with luxurious elegance; heavy draperies, fine furniture, and ornamental walls. In his reception room may be seen the bronze tablet presented to the city by the G. A. R. on occasion of its reunion in this city. The other departments are furnished in a similar style though not so elegantly.

In 1865, when the plans for the building were made, the population of the city was about 225,000. The census of 1880 gave Baltimore 352,313 inhabitants, while at the present time, anything in the neighborhood of a half million is claimed. With the growth of the city, of course the official business has also expanded, but while the rooms in the city hall are crowded, it suffices for all that was intended at the time of its completion. Even now there are no offices in the mansard story, where sev-

eral could be located. But Baltimore requires more space than most other cities by reason of its increased business resulting from the harbor and from the city ownership of the water works. The building contrasts nicely with the gray granite of the new postoffice on the adjoining square, which is now almost finished. When the city hall was located, its position was about the center of the city, but since that time the business centre has moved westward toward the hills. It is situated upon rather low ground which detracts from its appearance. The architect himself, in one of his reports, says: "While thus advantageously situated as regards its usefulness and purpose, it must be confessed that its architectural effect would have been immensely enhanced had it had the advantage of more elevation." The materials even to the minutest detail were products of this state as far as could be obtained and the whole building was constructed by Baltimore artisans. But, nevertheless, it is maintained that it is one of the cheapest public buildings of its magnitude in the United States. The aggregate net cost was \$2,271,135, which, if the price of the site and furnishing be added, will swell to about two and a half million. It is the pride of its constructors, that it was built for less than the original estimate.

V. R.

Washingtoniana.

New York World.

George Washington, I trow, George, It would be very fine If you were ever true, George, Of eighteen eighty-nine! It's on account of you, George, As ne'er surprise was shown, If you could see the size, George, To which our land has grown; You've builded mighty well, George, Far better than you knew, And history must tell, George, If we're improved on you.

Can not some "mediums" true, George, Recall you, undismayed, "Water-seeing" you, George, To head the great parade? Ah, what a welcome then, George, "Would rise on sea and shore!" You are the man of men, George, To us forever more.

This, this is our desire, George, Send to our chiefs straightway Of your heroic fee, George, A spark or two to-day, And with their acts imbue, George, The patriotic glow That animated you, George, One hundred years ago.

Peanuts.

The consumption of peanuts is 3,200,000 bushels a season, and the highest production is but 700,000 more. All these peanuts are raised in Virginia, North Carolina and Tennessee, but the Tennessee production is comparatively small. During the peanut harvest the people, the picanninies, the dogs, pigs, and nearly everything that eats gets fat in the land of the peanut. Peanuts are planted at corn-planting time; each kernel produces a running vine like crab grass, and each root develops about twenty pods. When ripe the plow is run through the loamy soil on a dry day, just before frost. The nuts are dried and shocked up just like corn to keep dry before housing. When marketed they go to a cleaner, where they are put through steam-power machines and polished, after which they are graded according to size and variety.

An accurate representation of Persian fashions and customs is to be one of the chief features of the production of "The Olan," the new comic opera which Francis Wise and company are to appear in.

LIGHTNING AS DOMESTICATED.

Captain Day's Method of Firing Cartridges By Electricity.

WHAT THE DYNAMO HAS DONE.

As Great an Improvement as the Invention of the Steam Engine Itself—Electric Locomotion in London.

Captain Day's Electric Rifle.

An electric rifle has been invented by Captain Seldon A. Day, U. S. A., who says that he can transform almost any gun into an electric arm. He places in the stock a small battery similar to the Leclanche, and there is no consumption of material except when the cartridge is in place and the finger on the trigger. There is no cocking or uncocking. The electricity ignites the powder directly without any hammer or mainspring whatever. One of these little batteries has been fired 35,000 times without recharging. Captain Day claims that the only safe way in which to fire the higher explosives is by electricity, and that none of the fulminates will do it satisfactorily, as it is liable to produce any one of three or four "orders" of explosion.

He further says that percussion is dangerous, because of the unevenness with which even the best-made caps explode. Electricity, however, gives a steady, even fire, and is bound to supersede percussion, as that in turn displaced the flint-lock and match-lock. Millions of primed small-arms cartridges are made every year by the government at Frankford arsenal, Philadelphia; by the United States Cartridge company at Lowell, Mass.; by the Union Metallic Cartridge Co., and by the Winchester at New Haven. It is claimed that this use of electricity as a detonator will make it possible to use high explosives in rifles. The spark is furnished by means of a primary coil in a manner similar to the portable gas-lighters.

Electricity for Precipitating Smoke.

The ideal state of things is of course one in which the production of smoke as it issues from the muzzle of a heavy gun shall be simultaneously precipitated by means of a simple electrical apparatus. The invention is based upon the researches of Prof. Tyndall, Lord Rayleigh, and Prof. Lodge in the action of electricity upon floating dust and vapor. It may be of military value some time. If smokeless explosives are used it will, of course, be valueless.

A Ten-Year-Old Operator.

Little Johnny Hummel, aged ten years, is one of the most remarkable prodigies in the United States in telegraph work, says the New York Sun. Monday the boy entered the large railroad office at the Reading railroad station and was introduced to the chief operator and his men. Johnny is the son of Charles Hummel, an expert telegraph operator at Perkiomen Junction. The last few years he has been quietly perfecting the little fellow in the art, and Monday he carried the boy to Reading to show what he could do. The boy is so small that an operator's chair was too low for him, so he stood on one of the tables containing the instrument of one of the heaviest wires on the line. Johnny very coolly received by sound three long messages from Philadelphia without a break, and made as legible a copy as any man in the office could do.

His performance was voted as simply wonderful.

Subway Explosions.

Various theories have been advanced to account for the recent subway explosions in New York, says the Electrical World. It is admitted that the subway contained an explosive mixture of gases, but inasmuch as there were no women in the manholes where the trouble occurred and the covers were properly fastened down, the origin of the spark which ignited the gases is involved in mystery. The theory of such an explosion is that every one some time past been conducting a chemical analysis of the gases found in the subways, and naturally the blame is attached to the electric light cables which were laid in the ducts which exploded. The statement of the subway commissioners, however, to the effect that there was no current in these cables, obliges us to look elsewhere for the cause of the trouble.

It is maintained by some that a current might have been induced in the iron ducts by underground electric light wires in the neighborhood, which, under proper conditions, might produce a spark. A much more probable explanation is, that there may have been a leak in the manholes through the electric light circuits, which found its way into the manholes through the iron ducts and lead-covered cables.

Considerable weight is attached to this hypothesis by those who have seen the "hooch" which sometimes worked in telephone exchanges by leakage currents from dynamo circuits being taken up by telephone lines connected with the earth. An instance is related where the entire business of an exchange was interrupted until the ground was removed from the dynamo circuit. It is even stated that the entire telephone business of a city could be paralyzed by the way-disposed person who was willing to erect a dynamo in some out-of-the-way cellar and properly connect it with the earth.

It is not altogether necessary to look to obscure electrical phenomena for the unfortunate spark. It could be caused by the jar of friction of the iron manhole cover caused by the passage of heavy vehicles. Too much time, however, should not be spent in looking for the origin of the spark, but prompt action should be taken to expel the dangerous gases by a comprehensive system of subway ventilation.

The Dynamo.

The dynamo, stripped of its technical details, is a machine for transforming energy. It converts mechanical power into that phase or manifestation of energy which we call electricity. Mechanical power is cheap and the dynamo made electricity cheap. The moment electricity was reduced in cost the electric motor assumed a commercial value, says a writer in the Century. It ceased to be a mere laboratory apparatus and became a practical machine for converting electrical energy back into mechanical power. It is not easy to comprehend the immense importance of this latest evolution of machines and all that it means when we say that we have now joined the steam engine, the dynamo and the motor in one. It is as great an improvement as the invention of the steam engine itself. It is not necessary here to enter into the study of the electric motor as a machine. The point to consider is the position of the electric motor as a transformer of energy and its place in the arts, business, transportation and manufactures.

Unear-d With Electricity.

Some peculiar electrical phenomena were witnessed at Ocala, Fla., the past few days. The building occupied by Benjamin & Fox and Julius Israel have

shot iron fronts. During the thunder storms, recently, these iron fronts became charged with electricity. Every person who entered either store while these conditions prevailed, and stepped with one foot on the iron threshold while the other remained on the ground, was given a vigorous shock. It is a matter of common knowledge that every one cringed perceptibly at the shock and some were completely doubled up by it. The wood foundation and floor of the building apparently are poor conductors and so leave the latent electricity to expand its force upon those who establish the necessary circuit.

Electrical Advances in the South.

Among the southern cities which have recently made great strides in manufacturing enterprises, and which have come to the fore as centers of electrical enterprise, there has been none which has shown greater advance and enterprise than the city of Asheville, N. C., especially in the line of electric power. This city has now one of the most successful, electric railways in the south, and the present and directors of the road express themselves as very well pleased with its operation.

This road uses the regular system of overhead wires, with a small No. 6 wire as a working conductor, which is the only wire suspended over the street.

Electric Locomotion in London.

The New York Elevated railway company may not, after all, have the honor of being the first large undertaking in the electric propulsion of trains, says the Electrical Review. The City of London & Southwark Subway—an underground railway in London three miles long—has decided to adopt electric locomotion, and has closed contracts for the work with Mather & Platt. The plant will comprise a 1,000-horsepower engine and dynamos to match, and fourteen electric locomotives of 200 horse-power each. Trains will be under three minutes headway and will carry 100 passengers each, and the speed will be twenty-five miles per hour. The overhead conductor and trolley system has been selected. This system will be in regular operation, and we believe will be the first trial, on a large scale, of the application of the electric locomotive to the problem of rapid transit in cities. The result will be watched with great interest.

Electric Welding.

A public experiment in electric welding took place recently at Malden, Mass., which was witnessed by Governor Ames and several business and scientific men and electricians. The experimenters tried the welding together of all kinds of metal, of various dimensions from a quarter of an inch to two inches in diameter. The most general satisfaction was expressed by all present and the ever-growing success of the business was predicted. On the southern wall of the station two cases are placed, and these cases contain specimens of the work accomplished by this wonderful process—welding, shaping, riveting and forging, from the finest thread-like brass wire to an iron pipe an inch and a half in diameter.

An Electrical Railway for New York.

Several years ago a number of gentlemen in New York city quietly obtained from the legislature a charter to construct an electric railway from the Hudson river to Long Island Sound through the lower portion of Westchester county. They did not intend to build at once, but they foresaw that the acquisition of the new parks by the city would in the near future make the railroad a necessity and their franchise valuable. They proposed to tap the Hudson river railroad and cross the

Harlem and New Haven lines and re-construct the transfer of passengers possible without the necessity of entering New York city. The road will run from Tarrytown, on the Hudson river, to White Plains, and thence to Fort Chester. Finding the time ripe for the company has made a contract with the corporation in this city known as the Bentley-Knight Electric Railway company, and the latter will go to work at once, having contracted to complete three miles of the first section of the road by the 10th of April. The entire length of the road will be sixteen miles. One possibility of construction is that it will not be necessary to grade the tracks as on other roads. The electric engines can push a train up-hill as easily as on a level, and as the line to be followed is by no means a hilly one it is possible to push forward very rapidly. A ride "up-hill and down-hill" in a railway car will be pleasing variation from the present mode, beyond doubt, after one becomes used to the novelty of the sensation.

Electric Lighting in Coal Mines.

In reply to Electric, Stepany, who asks what the consequence would be if an incandescent lamp were broken in a coal mine, I beg to state the immediate result would be for the dynamo, if it writes Charles Hilbert, of London, England, in the Newcastle-upon-Tyne Chronicle. The incandescent light can only burn in vacuo; the inside of the incandescent lamp is a vacuum as nearly as possible, of course not perfect. The current supplied the lamp would return to the dynamo or battery, and would continue to come and go, in this way, until supplied with a new outlet. In other words, the moment the current finds it cannot get out, it seeks another outlet in the same circuit. It is very obedient, and will, if disappointed, run all along the cable seeking to get out anywhere.

This passage we lose current by resistance of the conductor. In fact, resistance and its infinite calculations are the bane of the electrical engineer. It cunts him at every turn, and with respect to everything attempted. The current produced by the dynamo, if not used up, returns to the dynamo, and would (unless properly supplied with outlets, such as lamps, to expend its energy upon) burn up its own generator. For it will get out somewhere! Practically, there is no danger whatever from the breakage of a lamp or two in a circuit; and, as the filament crumbles away at once, upon exposure to the ordinary air, oxygen, etc., and will not burn, it is evident that it would not burn in the fiery gases of a badly ventilated coal mine. Carbonic acid gas puts out fire. The so-called hand grenades are bottles filled with carbonic acid gas to dash down upon a newly kindled fire, upon the principle that fire cannot exist in an atmosphere charged with carbonic acid gas.

Demands the Kohinour.

The famous Kohinour is demanded of the queen by Dhuleep Sing, the Indian prince once held as a hostage in England and lately escaped to India. His letter to her majesty is as follows: "It will be useless for me to demand the restoration of my kingdom, swindled from me by your christian government, but which I hope shortly, by the aid of Providence, to retake from my robbers. But my diamond, the Kohinour, I understand, is entirely at your own personal disposal. Therefore, believing your majesty to be the most religious lady that I have subjects pray for every Sunday, I do not hesitate to ask that this gem be returned to me, or else that a fair price be paid for it to me out of your privy purse."