

A GREAT PURCHASE OF PARLOR FURNITURE

OMAHA'S LEADING PARLOR FURNITURE FACTORY DISPOSES OF THEIR

SURPLUS STOCK FOR A MERE SONG

We purchased this week from Omaha's leading parlor furniture factory (we are not allowed to mention any names) \$16,510 worth of Parlor furniture for \$5,756 spot cash--bought at about one-third of its value. These goods are not old shop worn goods as one might suppose by the price paid for them, but every dollar's worth is this season's production, and every leading style is represented. The stock includes Parlor Suits of every description, fancy Plush Rockers, Easy Chairs, Bed and Single Lounges, Divans, Corner Chairs, Parlor Chairs, &c. Below we quote you a few prices to give you an idea of this Great Sale. No other house dare compete with these prices this week.

A GOLDEN OPPORTUNITY!

\$50.00 Parlor Suits	now sold at \$24.00	\$18.00 Easy Chairs	now sold at \$7.50
\$65.00 Parlor Suits	now sold at \$30.00	\$22.50 Easy Chairs	now sold at \$10.00
\$80.00 Parlor Suits	now sold at \$37.50	\$20.00 Plush Divans	now sold at \$8.50
\$90.00 Parlor Suits	now sold at \$42.50	\$25.00 Plush Divans	now sold at \$11.50
\$100.00 Parlor Suits	now sold at \$50.00	\$12.00 Lounges	now sold at \$5.50
\$18.00 Plush Rockers	now sold at \$8.50	\$18.00 Lounges	now sold at \$8.50
\$20.00 Plush Rockers	now sold at \$9.50	\$18.00 Bed Lounges	now sold at \$8.50
\$22.50 Plush Rockers	now sold at \$10.50	\$24.00 Bed Lounges	now sold at \$11.50
\$25.00 Plush Rockers	now sold at \$12.00	\$25.00 Corner Chairs	now sold at \$10.50
\$30.00 Plush Rockers	now sold at \$14.00	\$10.00 Parlor Chairs	now sold at \$4.50

Please Remember
Thousands of dollars' worth of Furniture, Carpets, Stoves and House-Furnishing Goods from our Great \$70,000 Sale still remain unsold, and a visit to our store this week means dollars saved for you.

Please Remember.

Peoples' Mammoth Installation House. SQUARE DEALING TIME PAYMENT HOUSE,

613 and 615 North Sixteenth Street, Between California and Webster.
Telephone 727. B. Rosenthal & Co., Prop's
Goods sold and delivered free of charge in Council Bluffs, South Omaha, Fort Omaha and Florence.
A Set of Solid Silver Tea Spoons with Every Purchase of \$10 and Over.

DON'T FAIL
To visit our store this week, whether you wish to purchase or not. We sell more Furniture, Carpets, Stoves and House-Furnishing Goods and give better terms than any similar concern in the city.
DON'T FAIL.

BRINGS POWER FROM HEAVEN

And the Motor Company Utilizes it to Propel its Cars.

THE MOTIVE POWER HOUSE.

How it Was Erected, What it Contains, the Proposed Car and How They are to be Operated by Electricity.

The Power House.

For a number of years past, experiments have been making with electricity as a propelling power in street trams, but until within a comparatively short time, very little success attended. In 1871, a street tramway with electricity as the motive power, was constructed in Berlin. Although crude, unfinished and of indifferent workmanship, it excited the attention of scientists, and the result has been that electricity as a motive power has reached almost a perfected state. Nearly every large city of the United States has a motor tramway, either overhead, underground wire or storage battery. It is not the purpose of this article to discuss the relative merits of the two systems, but there is now building in Omaha one of the former which will combine within it every convenience and facility for the rapid and comfortable transit of passengers. The Omaha Motor railway company has nearly completed and ready for occupancy its handsome power house on North Twenty-second street. Through the courtesy of Superintendent W. L. Adams, a BEE representative was yesterday shown through the plant.

The power house, itself, is a large, handsome structure, with pressed brick front, 120x132 feet upon the ground floor. The first floor is divided into a series of small rooms, the largest of which, used for the storage of cars, is 52x132 feet, the engine and generating room, 68x76 feet, and the boiler room, 50x55 feet. In the rear of the main building, rising to a height of 100 feet, is the smoke-stack. Upon first entering the building, one is particularly impressed with the neatness and cleanly appearance presented by everything. The walls are painted white and the floor is made of a cement or concrete, making a very dry as well as substantial footing. The storage room is supplied with two tracks running lengthwise of the building, upon which the cars are placed. Between the two rails of each track the ground has been excavated the full length of the room, to a depth of several feet and the width between the tracks, thus making it very convenient to repair any break done to the undergearing of the cars. The portion of the building containing the storage room is two stories high, while the remainder of the edifice is but one story in height. The second story will be used for the general offices of the company, which are very conveniently and handsomely appointed. The cars to be used by this company are being constructed by the Pullman company, of Chicago, and are of elegant design and workmanship. Each vehicle is finished in ash, and slighly with five incandescent lights of sixteen-candle power each. The cars are also provided with a lamp at each end, so that when the trolley wheel is lifted

from the overhead wire the passengers will not be left in darkness. This is a convenience, too, which will be appreciated by those who have ridden in a motor car where there was no light provided. A great deal of annoyance, too, has been experienced by passengers in summer cars because of the manner in which the side curtains have been worked. This annoyance will be obviated in the cars of this company, as the curtains are hung upon spring rollers, with ratchets on the side of simple construction, which enables any one to readily raise the curtain to any height desired. Each car will seat fifty people, and as fifty-two cars have been ordered, one can easily imagine the enormous amount of traffic which can be accommodated. The building also contains an immense elevator operated by electric power, capable of carrying a car from the ground floor to the one above.

Probably the most interesting features of the plant, however, are the ordinary visitor, are the boiler and engine rooms. The boiler room contains six massive boilers of 100-horse power each, furnished by the John Mohr company, of Chicago. In the engine room are two immense engines of the Corliss pattern, manufactured by E. P. Allis, of Milwaukee, one of 200-horse power and the other of 400-horse power. The fly-wheels of each are eighteen feet in diameter, having a speed of sixty revolutions per minute. In the center of the room are the eight generators, or dynamos, constructed by the Thompson-Houston company, of Lynn, Mass. They are of the latest improved pattern and finish and are provided with friction clutches, one for each engine so that they may run singly or together by simply throwing the clutch off or on, according to the power required. Each generator is belted to a line of shafting overhead, running the entire length of the building, and by means of the friction clutch above mentioned may be thrown into service or remain idle at the will of the operator. The cars, large reserve force will be worked with levers and upon the same principle as the throttle to a steam locomotive.

Each car will be equipped with two efficient power motors, placed beneath the vehicle, between the wheels, only a small portion of which will be used when at ordinary speed. Should it be desirable to increase the speed upon easy grades or to suddenly start the car, the large reserve force will be available. Another pleasing thing about the system is the fact that should anything happen to the brake when going down hill the wheels can be reversed and the car made to travel in the opposite direction. The current is supplied to the cars from an overhead wire about sixteen feet above the track, supported upon either side by heavy poles. The rails are connected electrically and form the return circuit. Normally there is no connection between the rails and overhead wires, but when the cars are in service the connection is made by a small brass wheel, called a trolley, rolling upon the under side of the overhead wire and connected with the top of the car by means of a small pole. The connecting wire runs down through the trolley pole, into the inside of the car, connecting with the motor, and then to the

axle, the tracks forming the return circuit. When the trolley wheel is taken from the wire, the circuit is broken, extinguishing all the electric lights; hence the use of the lamps above mentioned.

Regarding the danger to be apprehended from touching the wires when the current is on, Superintendent Adams said: "There has existed, and still exists, with many persons, the belief that the current used in propelling electric street cars is a constant source of danger, but it is a fallacious idea. An electric current has two properties—pressure and quantity. It is the pressure and not the quantity which is dangerous. To illustrate: Suppose a large quantity of water was flowing through a large pipe at a very small velocity. A man standing at the opening of the pipe might not, if the stream were turned upon him, sustain any injury, whereas, the same quantity of water flowing through a small pipe, would, of necessity, have a very high velocity, and, consequently, if directed against the opening, might prove dangerous, even fatal. It is the velocity or pressure, entirely, which does the damage, and not the quantity flowing in a given time. The same holds good of electricity. We have in electric what is known as an electro-motive force, analogous to pressure in water. A certain amount of this force is dangerous to life, or even fatal, and the electrical engineer can vary the force at will. In street tramway service this electro-motive force is kept below the point of danger, consequently, should anyone by accident receive the full force of the current, the result could not possibly be fatal, although the person so receiving would be severely shocked. Moreover, the machines are so constructed that they cannot create a current in excess of the electro-motive power desired. Again, in order to receive a shock from an electric battery of any description one must form a connection between a positive and negative pole; in other words one's body must form a part of the electric circuit, and a person might easily hang suspended from a single wire by both hands and receive no injury, provided their feet were clear of any connecting object."

IMPERIES.

Those who crave notoriety seldom hang after righteousness. A blister is not the only thing a man has on the tip of his tongue when he puts the wrong end of a cigar in his mouth. "Protracted meetings are not always held in church," remarked a Brooklyn swain as he left his house at a late hour. The churches of New York city own \$50,000,000 worth of property, and yet Satan is not complaining of a lack of recruits from that city. Evangelist—I shall deal to-day with especial reference to the force of cards. Voice (from a back seat)—Shuffle 'fore you deal as give us a chance for cut 'em at a m. A rich Englishman who gave up cricket playing to go as a missionary to China has been teaching his converts his favorite pastime, and the devoted Chinese appear to be heartily enjoying the wicket game. Over a building in 125th street, New York, is a broad wooden sign covered with crows which has a puzzle to many of the people who see them. It is the Lord's Prayer in shorthand that is painted on the signboard. There is an element of pathetic irony in the fact that 3,000 Methodist ministers have worn themselves out in the service of the church, and are now subsisting upon charity. Furthermore, it enables one to understand and sympathize with the efforts of those more worldly-wise members of the profession who combine with their efficiency as soul-savers the art of driving sharp bargains as horse traders.

MADE A MODEL CONSTITUTION

The Men Who Framed South Dakota's Fundamental Law.

POLITICS IN THE TWIN STATES.

Third Parties Will Not Cut Much Figure—A Paradise for Farmers—Wonderful Resources of the Country.

The Two Dakotas.

ST. LOUIS, Mo., July 11.—(Staff Correspondence of THE BEE.)—It begins to look as though the constitutions of our new states, with possibly two or three exceptions, are to be embodied with a vast amount of legislation. It is fortunate for the people of North and South Dakota that the constitutional conventions now in session at Bismarck and Sioux Falls have nearly all of their work laid out before them in such form that they must follow the directions. Otherwise, the documents on which statehood is to be based would contain any quantity of cumbersome legislation.

The early constitution builders in this country took as their example the constitution of the United States, and for a half century the states had constitutions which were simply bills of right. The common and simple laws were left for the legislatures, for various reasons. In the first place a state does not know at the outset just what laws it wants, and it moves slowly. Secondly, it is a very grave mistake to err in a constitution, as it is a difficult thing to amend the constitution. Yet there are many people, and they have lived for many years, who want all the laws in a constitution that can possibly be secured, for the reason that the constitution cannot readily be altered, and because constitution is the highest law of a commonwealth.

Gradually during the last forty years or so the constitutions of new and old states have been loaded with what should properly be legislative laws, till it came that a lawyer must study the constitution in a state with quite as much care and give it as much attention as the reports of the legislature. Were it not for the fact that South Dakota has already a carefully prepared constitution, which has been recognized by congress and ratified by the people who are to live under it, the instrument which the convention in session here is at work upon would be loaded to the hilt with ordinary legislation. Under the circumstances the constitution as it stands—the constitution which passed the scrutiny of congress—will be redrafted. The convention which made the original draft of this document was probably the ablest that will ever meet in either section of Dakota. It convened here in September, 1883, and was composed of about one hundred and fifty men who volunteered to come from the various districts, pay their own expenses and work as best they could, without any assurance that what they did would ever amount to anything. Each community sent its best man and they were a men of big brains, liberal ideas, vigorous, with the up-building of the territory in view. No jobs or personal favors were thought of; the idea was to make a constitution so full of statesmanship that it alone would attract

the attention of the world and superinduce immigration. They succeeded well.

It is not likely that any but republican and democratic tickets will be seriously placed in the field, and the election of the former will be by a majority of twenty or thirty thousand. In North Dakota, where the minor parties figure more prominently, and Governor Ordway, who was so intensely unpopular as a chief executive, are trying to run things, the republican ticket may not fare so well.

Those who have not visited Dakota during the past six or eight years—the period marking the most earnest of the statehood movement—and are laboring under the impression that the country has not in that time made great strides in development are not keeping up with the current information. No period of the rapid advancement of Nebraska or Kansas has shown more development than has Dakota during the past few years. But one thing is needed to make the country the farmer's paradise, and that is rain or water for irrigating purposes. The wheat and corn throughout the territory will be an average crop; but in section there has not been enough rain, and there will be a slight shortage. The two Dakotas can produce wheat enough for the world, with sufficient rain or proper irrigation. Congress at its last session made an appropriation for surveys and experiments for and in irrigation, and the work is progressing in the region of the western boundary of Nebraska. Among the most distinguished onlookers of the convention here is Judge G. Moody, of Deadwood, who was a member of the original constitutional convention, and who is to be one of South Dakota's first United States senators. He has a plan which he proposes to push "before congress" and which contemplates something more than irrigation. He said of it to me this morning:

"An artesian power lies under Central Dakota, which is sufficient to supply force for the greatest manufacturing purposes in the world, and at the same time irrigate the farming lands of the entire territory. Such artesian wells as have been produced in the districts lying below the northern boundary of South Dakota, an extending down through the central part of the territory as far as Yankton, a distance of probably two hundred and fifty miles, and of a width of over hundred miles, will never be equalled in any other part of America. They have a power amounting to three hundred pounds to the square inch—a power so great as to require special machinery to utilize it. And it only costs on an average \$1,000 to bore one of these wells. They can be produced in any part of this rim-rock basin in central Dakota. The rim-rock is at points so near the surface that a powerful artesian well can be secured within fifty feet. I know a farmer in Grant county, northeastern South Dakota, who bored an artesian well with a wooden augur. "The development of this artesian power," continued Judge Moody, "comes within the legitimate purview of congress, and the water can be turned to irrigation. With plenty of wells we will have all the free power for manufacturing purposes that a densely populated country could want, and at the same time we will have a sure thing of the greatest wheat crops the world ever produced. By artificial irrigation, crude and primitive as it may be, we have secured over a hundred bushels of wheat to the acre in the Black Hills, and irrigation has there made the crop sure."

figure prominently and successfully in congress from this time forward. With the development of artesian power and water for irrigation the great north-west will indeed control the cereals, live stock and political interests of the entire country. If the project fails before congress it will be due to this fact. Just at this time railroad building is at a practical standstill in the Dakotas; but at no period have there been more miles of railroad than now. I believe Dakota already ranks third in railroad mileage among the states of the union, Illinois being first and Iowa second. Surveys have been and probably will be run this year for three thousand miles of road. When this is completed, together with that under course of construction, the Dakotas will have more miles of railroad than any one state in the union. South Dakota will have probably two-thirds of the entire mileage.

Eastern railroad men naturally inquire whether it pays to build this road. The Chicago railroad superintendent made this remarkable statement to me the other day: "I know of one line of road about a hundred miles in length in South Dakota that was paid for out of one year's earnings. The wheat, oat, corn and live stock output was, of course, heavy that year."

The Chicago, Milwaukee & St. Paul company alone has now about six thousand miles of roadbed, a very large proportion of which is in South Dakota. This is, indeed, a model railroad corporation. It took its growth under S. S. Merrill, the Scotchman who died a few years ago, and who was the marvel and admiration of all railroad Europe. He believed, as his successors and the present officers believe, that it pays to build everything first class and run it in the same way. There are no dirty, old and dingy trains on this line.

General Passenger Agent Carpenter has on first class trains the most out-of-the-way runs. It is true that the parent company had land subsidies from congress, and the branches of this line built of late years, run through as fine public and private as well as corporate domains, open to the settlement of immigrants, as eyes ever rested upon, but the enterprise of the great Chicago, Milwaukee & St. Paul railroad company is based upon present and future revenues and not land subsidies. Its palatial trains are well patronized by pleasure tourists who go to the slope. "Taking about first-class railroad property of the Chicago, Milwaukee & St. Paul, its station houses, roadbeds and tickets, the entire cost of the line is a gorgeousness of some of the railroad stations in this region, built by the Illinois Central. Most of them are of the Queen Anne style of architecture. Here at Sioux Falls it has the handsomest station house in the northwest. It is worth a short description, as it will interest every admirer of a beautiful house. The structure is of Sioux Falls granite, which is of a bright red and gray, and very light chocolate color. It is shaped in the rough, and the white mortar is pointed so evenly that you involuntarily put out your hand to see if it is really mortar. The building is in the form of a Maltese cross, and is the times as long as its average breadth. The ladies' rooms at one end communicate with the gentlemen's rooms at the other end by a corridor between the ticket office and conductors' room and closets, which are located in the center or in the point of the short cross. The walls are two feet thick, the windows and doors plate glass, and the wood work everywhere is of Mississippi yellow and white pine, oiled and given a

delicate red tint at the joints. This pine is as smooth and hard in finish as cherry, and has as handsome graining as mahogany. The building is handsomer than any I have ever seen, and second in convenient arrangement only to the union station at Indianapolis. When the great Sioux Indian reservation is opened, giving an eastern outlet to the Black Hills, there will be a rush in railroad building. That will be this fall or next spring, and the roads are surveying with that in view. Three wheels are already surveying into Wheeler, a pretty little town in the Missouri river, the only point accessible from crossing in that region. This is in the direct line of the outlet to the hills via the Sioux reservation. The whole of South Dakota will be gridironed with the opening of the reservation and the acquisition of state land.

HONEY FOR THE LADIES.

Fine silky crepe-line is in great use for dainty evening toilets. The V-shaped openings on bodices are so becoming that they appear to be some of the most elegant gowns of the season. Full dress toilets are accompanied with a costly lace or pleated tulle parasol furnished with a lining of white, green, or pale rose silk. Only \$100 for a natty French gingham morning costume of the block-patterned cotton, made up to cover a skirt and bodice lining of soft washing silk. Large pink or lilac orchids trim some of the broad-brimmed picture hats of black chip or Milan straw worn at garden parties with toilets of black lace or point d'esprit net. Stylish tailor gowns for cool days at the seaside are made of silver-faced cloth. These are variously decorated with plain gray magnolia-white arabesques, or in silver galloon. Stylish traveling dresses in director's style are made of a kind of shot brilliantine in harmonizing variations of color which shade from reseda to gray, olive to vieux rose, blue to silver, and the like. Lovely borderings in green, both pale and deep, are seen upon some of the beautiful snow-white muslin veils sent over this season. These fabrics make ideal gowns for mid-summer, and are particularly charming for a rosy blonde. Many yachting gowns are made with an open-fronted jacket with a canbric skirt, beneath, pleated and starched like a boy's waist, with three studs down the front, a deeper shade woven in the fabric. The full skirt and open jacket have the stripe, with collar, cuffs, and shirt waist of plain flannel. Among the adjuncts of the toilet necessities are the watered muslin variety of blouse bodices, are belts, some of which are made of silk with silver clasps, others of the stock-needle or rubber cord, and still others of the finest gray or white kid, with gold or silver clasps. Pretty afternoon dresses are made of old rose cashmere, the lucas in princess breadths and the fronts cut off at the waist line with an empire or full-gathered vest of China silk finished with a softly pleated sash of the same material edged with silk fringe, and knotted at the left side. Much naturalness is given to the flower garden and garden party dresses and millinery purposes, by the use of real grasses and foliage prepared in some way to retain their freshness, without destroying any of their native charm. Last fall green accords in their tiny cups were gathered, and also prepared, and these now appear upon some of the large insect-stone hats, surrounded by dark-green oak leaves. Pretty and inexpensive parasols for the beach, garden or country are made of white satin, cotton foulards, and plaided and striped French gingham. With satin foulard, China silk, and printed sarah costumes the parasol is matched to the dress. For semi-dress toilets, there are handsome sky blue silk with satin bows on the outside and hands, and a rich band of the satin as a border.