THE OMAHA DAILY BEE MONDAY, MARCH 20, 1893.

Administration's Policy.

Renew a Secore Feeling.

ministration to deliberate upon the unusual difficulties and complexities of the situation.

Cleveland Should Show His Hand,

sonable period for such survey.

A MARVELOUS FIVE-YEAR OLD

6

The Growth of Electric Traction Throughout the World.

REVIEW OF THE EARLY EXPERIMENTS

All Other Systems Overshadowed by the Trolley - The Storage Battery a Fdture Possibility-Elements of Danger ... General Equipment.

Electric traction is not as new as some people suppose, writes William W. Share in the Indendent, but the introduc tion of dynamos in connection with electrie traction is not so old. As long ago as from 1835-37 Thomas Davenport. an American blacksmith, made a model of an electric motor, which ran on a cir-This model was run by a cular track. battery. In 1840 Moses Farmer also made a small electric car run by bat-teries. In 1851-52 Prof. George G. Page, using primacy batteries, made an elec trie locomotive, which ran on the Baitltric locomotive, which ran and congress more & Ohio calleoad, and congress voted \$50,000 for this experiment. This locomotive ran between Washington and Bladensburg, but was not a success.

From that time up to 1874 there were numerous, experiments in this direction, but no peactleal applications. In 1874 C. Vandepoclo made some experiments in Detroit upon an electric car run from a dynamo, but there was never any pub-lie exhibition of that. To Stephen D. ild probably belongs the credit of having first put into operation a fairly successful system of electric traction. This was in 1877, when they were arranging the car lines on the heights in San Francisco. Mr. Field suggested to overcome some of the heavy grades there the use of the motor car run by dynamos from a central station. He sont to the other side for a dynamo-there were none constructed here at the time and the one that was constructed for him abcoad was lost by shipwrock on the way over. He sent for another one, received that in due time and intro-

In 1883 Leo Daft operated a full-sized passenger car over the Mt. McGregor railroad, and, at the same time, Mr. Field's electric locomotive was exhibited at Chicago, transporting about 27,000 passengers. In the following year, 1884, dison had his little experimental road in operation at Monlo park, and on July 27, 1884, an electric car was running trips on schedule time over a mile track in Cleveland, O. That was the first electric car in regular operation on a street railway in the United State This was on the underground plan of slot and conduit in the ground, and was run on the Bentley-Knight system; i. e., an underground conductor with the current taken away from the conductor by a trolley wheel below the car. That plan however, was given up in 1885, and it may be said that all this was experimental in the beginning. It was not until about 1888 that electric traction became

a commercial success; since then, of course, the development has been rapid.

At the beginning of 1888 there were thirteen reads in operation, about fortyeight miles of track, and ninety-five cars were in use on these reads. That represented practically all that had been done up to that time. At the present time, in the United States and Canada, there are about 500 street railroads operated by electricity, a gain of nearly 200 in two years, and equal to one-half the total street railway system of America. Over \$200,000,000 are invested in these roads. According to a recent dispatch from abroad the electric railway has penetrated even the fastnesses of the Tyrolese mountains, a road twenty-seven miles long being projected between Riva and long being projected between Riva and Pinzola. Nearly all of these roads are the section the current ceases to flow in

evatom is dangerous to life are more or less exaggerated. At first, when the werhead systems were introduced, a way, in Richmond, Va., which, as al current pressure of probably 1,000 volts. was in use; now the companies have almost universally alopted a current pressure of 500 volts. Five hundred olts would kill a horse, but there are doubts as to its killing a man. Elihu Thomson, one of the inventors of the Chomson-Houston system, claims that ie has taken 10,000 volts without injury, and frequently as much as 1,000 volts, ones, I believe, claiming to have taken 1,000 volts alternate current, which is said to be so dangerous. To correct a popular error it may be said that the destricity is not communicated to the people in the car. The car body is made of material that is insulating and the electric current has no influence whatever upon the passengers in the The magnets of the dynamos probcar. ably have some influence on , pieces of steel that are carried in the pockets of passengers, a fact of which we have cognizance from the magnetization of watches. There is nothing peculiar in the construction of electric cars excepting that the motors are always underneath, either a central motor between the two car trucks or a motor under each

While it is true that there is very litthe danger in this kind of locomotion-of course there is some danger, but not to the extent to which people are left to believe by reports that are seen occasionally in the newspapers. For instance, at the time when it was suggested in Brooklyn to string the wires to the ele-vated railroads, one of the newspapers suggested what a fearful loss of life yould occur in case the current strayed from the wire. While not making the statement in so many words, it practically prophecied that the current would climb up into the cars of the elevated railread and proceed to kill everybody in the car, and that people going along innecently and unsuspectingly about their business might be slaughtered by this fearful agency. The current, so to speak, would be wandering around on the rails of the elevated track, waiting for a train to come along, And all this was said sectorally. The truth of the matter is, if there were any eak the icon structure of the elevated would prove a most excellent means for the encrent to seek its way to the ground. The only reason why a live vire hurts anybody is because the per-

son gets in between it and the ground which the current is trying to seek. Various attempts have been made to overcome this element of danger, if it be there, and systems have been devised which have been claimed to roads or any electric road, even though it free from danger. Most of the experiments with the storage systems and the conduit systems have been for the purpose of devising some plan by which this danger from overhead wires would be eliminated. There are at present in the patent office

applications for an entirely new method of operating cars by electricity. This might be called the induction method. There is no direct contact between the car and the wires carrying the current from the dynamo. The wires are from the dynamo. The wires are strong along the tracks and in the ground, and the tracks act as the primary coil of a transformer. The car has a coll underneath it which travels close to the track rails. A current of electricity is produced in this coil in the

ar by the influence or induction of the current in the track, and that current which is introduced in the car operates the motor. This is a system of electromagnetic induction, and patents have been applied for by G. Emil Hesse of New York. If this plan proves successful, it will entirely remove every, element of dan-ger in this kind of railroad. As the current is only traveling in the sections of track when the car is immediately .

from time to time that the overhead | neeted directly with engines of the same size. The tendency is to larger units and slower speed. In the Sprague railready stated, was the first successful electrical railway, the motors revolved at a high rate of speed, and there were two sets of gear wheels between the armature and car axle. This practice held for a couple of years. Now the motors revolve at a lower speed, and there is but one set of gears between the arma-SILVER STILL A DISTURBING INFLUENCE ture and the axles, while several of the

Some Signification-from the President Now electric companies are turning out of His Probable Course Would Do motors which are placed directly on the Much to Restore Tranquility and axle and which have no gearing But the lines along which inventors are now working are to remove the danger from the trolley and to overcome the necessity of stringing the wires overhead. In the Hesse system, already NEW YORK, March 19 .- In his weekly review of Wall street Henry Clews, the great banker and financial writer, says: referred to, there is no disfigurement of "Wall street still remains principally de-pendent upon the derangement of the treasury finances, the uncertainty as to what may be done or not done for their remedy and the stringency in the money market. Some features in this situation show a de-gree of improvement, especially the abate-ment of the gold exports, the willingness of Forward to simple belowers to more the abatethe street. Looking on a street in which this road is installed you see a track flush with the pavement: there are no poles, not even the railroad track, such as we use at present. The cars to be used will, of course, in appearance be like ordinary street cars without horses. Europe to employ balances temporarily here at the current high rates of interest, the In making repairs one section can be removed and replaced by another. sales of securities to London, the willingness

In the trolley system there are pracsales of securities to London, the winningness of country banks to exchange with the treasury a portion of their gold for greenbacks. These symptoms of elasticity in the situation are encouraging, as tically no repairs necessary any more than in ordinary street railroads, be-cause the ground connection having in the situation are encouraging, as they afford an opportunity for making tem-porary readjustments until affairs can be subjected to a radical treatment. Still contain the posionce been made will remain good for years, and the only necessity is to replace worn rails occasionally, as would there is no concealing the fact that the posi-tion is far from being a cheerful one. It adhave to be done with any railroad. In the cable systems, or in any conduit sysmits of some hope from pailatives; but the question at the moment is whether translent reliefs will hold affairs together until it is tem that is used, it would be necessary to clean them out repeatedly. An interesting illustration of the apfound possible to get concress to apply the needful treatment. Wall street is willing to concede really needful time for the new ad-

plication of electricity in traction is a series of experiments that are at present being made on the Eric canal. If a wire is strong along over the canal the current, by means of the traveling trolley, can be brought to a motor in the canal boat, and the use of mules and horses on the canals will soon be dispensed with entirely.

Of course, for underground work in mining the trolley has a very wide application. In such work a wire is readily strung through the different galleries of the mine, and by means of a single or double trolley the car can be connected directly with that wire and easily operated. It can be said with regard to electric

roads that the trolley can always be applied in small towns and thinly settled districts where first cost is an element in the commercial success of the road. In large cities, where the disfigurement of the streets through overhead wires and the popular fear of danger from those wires become important elements, cable

may be very much more costly than the trolley, will always be preferred. UNTAMED STEEDS.

Bands of the Wild Animals in Nevada and They Drill Like Soldiers.

John Rollins of White Pine county, Nevada, is putting up at the American Exchange hotel, says the San Francisco Call. The gentleman is down on business of an extensive nature, according to what he says.

With the air of a man of extreme truth he took off his slouch hat vesterday, stroked his gray locks and beard, and spread himself out to tell a reporter of his business to the city. "Tye come down here," he said, "to

sell horses-the wildest horses on earth. I'm going to flood the town with them." "You must have a great many," was "Well, I should smile. I've got a

range of about 50,000 acres up there, and do you know there are about 10,000 of those horses on it? They are regular Arab steeds, too."

"Are they all yours?" "Yes: all that I can catch."

WAITING ON MR. CLEVELAND

needs. The heavy decrease reported in deposits is not so easy to explain and suggests that in this item at least there is reflected rather the earlier transactions of the week than actual present conditions. A remarkable ll-lustration of the causes for the late heavy shipment of money westward has been af-forded by the country's clearing house ra-turns for last week. Within that period, when total bank exchanges in New York fell off nearly \$20,000,000 from previous year's record. Chicago's increase was \$14,000,000 and other western grain centers in propor-tion. Future of the Money Market Depends on the tion.

FOREIGN FINANCIAL REVIEW.

Discount Rates Were Fir.n During the Past Week.

LONDON. March 19 .- Discount rates were firm during the past week at 1% per cent for both three months and short bills. Money was in fair demand, with prospects of cheap loan and discount rates and an easy market for some time to come. Gold was strongly demanded for Austria, but the inquiry was confined to the open market. Withdrawals from the Bank of England are not likely to occur, it being understood that Austria requires only £4,000,000, stipulating that the

quires only £4,000,000, stipulating that the collection thereof shall be such as will not tighten the European markets. The balance of trade promises to remain against the United States, which in the opinion of London financiers will probably continue to lose gold. Silver continued weak and remarkably quiet, being apparently un-affected by the discussion of the currency question in the United States and India. The demand has not been great, owing to larger drawings of the India council. On the other hand supplies have been small. On the Stock exchange dealings continued

On the Stock exchange dealings continued to be very limited. Menners were chiefly occupied with the settlements of the long account, which was concluded satisfactorily. Investment stocks were steady. Consols closed with an advance of $l_{\rm S}$ per cent on the week. Foreign securities were more or less wash but it will certainly become restive and alarmed if some steps looking to a financial finality are not taken after a lapse of a rea-French, Russian and Spanish were among

the weakest. Argentine bonds closed 1_{24}^{+} per cent higher in the weak: Argentine funding loan, 2_{27}^{+} per cent higher, and Ar-gentine cedulas, one-fourth of 1 per cent blacks the size below below and the per cent "It is due to the public, under the circum-"It is due to the public, under the circum-stances, that they should know whether the country will be expected to wait until next December for the treatment of the silver question, and whether the condition of the treasury gold balance is to be left to the mercy of chance until that period. Presi-dent Cleveland may find it very desirable to have abundant time for preparing his plans and bringing the disposition of congressmen into a momer attitude toward these questions. bigher, the rise being due mainly to some-what vague rumors that the Argenting government was making proposals for set-tling the national finances and coming to terms with the railways. Brazilian bonds rose 1 per cent on the understanding that the Rothschilds would shortly bring out a new Brazilian loan. into a proper attitude toward these questions;

English railway securities improved in one on prospects of improved traffic. but he would commit a fatal mistake were he to suppose that an acute financial crisis

American railway securities were weak early in the week, but slightly improved later, though there was a general disincli-nation to do much husiness. Northern Pacific preferred advanced 4 per cent on the will awaft the conveniences of political ex-pediency. The difficulties are of the most deliwill fiwale the convention of the most deli-cate and intractable kind. They are not of the sort that arise from the ordinary workings of credit and finance, or it could be easily seen how they were to be met and when they might be expected to disappear. They grow reply of the directors of the committee to the investigating committee's statement and rumors that the difficulty would be arranged. out of fixed statutory enactments, and there-fore nothing short of legislative treatment can remove them. Bankers, who are omrumors that the difficulty would be arranged. Wabash preferred fell 1¹/₂ per cent; Wabash dobentares 2 per cent; Eric 2 per cent; Lake Shore 1 per cent; Union Pacific three-fourths of 1 per cent; Louisville & Nashville three-fourths of 1 per cent; Ohio & Mississippi, Norfolk & Western, Illinois Central, one-half of 1 per cent; Atchison, Denver & Rio Grande common and preferred, Missouri, Kansas & Texas one-fourth of 1 per cent. Canadian railways were unsteady; Cannipotent in ordinary financial crises, are wirtually powerless in this case; and the whole responsibility for the continuance of the derangements rests with the chief magis-trate. This is naturally the feeling of Wall street, and it looks eagerly to Washington for indications as to what may be the hopes or fears proceeding from that quarter.

Kansas & Texas one-fourth of 1 per cent. Chuadian railways were unsteady: Can-adian Pacific fell 15g per cent and Grand Trunk consols one-half of 1 per cent, while Grand Trunk first and second preference rose one-fourth of 1 per cent and Grand Trunk third preference one-half of 1 per cent. Mexican railway, ordinary, dropped 5g per cent: Mexican railway firsts, 15g per cent; Mexican railway seconds, 1 per cent. There was a sharp rise in Argentine rail-roads. In the miscellaneous department, Guiness prevery ordinary and Guiness pref-"The disposition shown by some of the in-terior banks to give their gold to the treas-ury in exchange for its notes is satisfactory in more ways than one. It opens to the treasury a fresh source for getting gold; it hows that the seriousness of the situation is

making itself felt in sections where the silver craze has been most rampant; and it af-fords a very pointed hint to the banks of Guiness Brewery ordinary and Guiness pref evence rose 1% per cent, but English brew this and other seaboard cities as to what they might do to keep the treasury reserve eries generally were depressed. America safe against encroachment. When it is conbreweries, on the contrary, were in bette sidered how completely the banks of this city alone even could shield that fund demand.

On the Berlin Bourse,

against all possible impairment, and that with the certainty of strength-ening rather than weakening their own reserves, it seems inexplicable how they should abstain from affording the BERLIN, March 19 .- There have been signs of weakness on the bourse during the last week, and uncertainty as to the Russo-German commercial treaty has had an adverse needful help. If they imagine there is any-thing of their own which they can conserve man commercial treaty has had an adverse effect upon prices. The final quotations were: Prussian 4's 107.00; Mexican 6's, 82; Deutsche bank, 172.25; Bochumer shares, 139; Harpeners, 140; Russian paper roubles, 215.75; short exchange on London, 20.43; long do, 20.75; private discount 1% per cent. A syndicate of German bankers have ar-ranged with a syndicate of Heilian bankers by letting the government credit go by the board, there are some things which it be-hooves them to learn. There can be no

enormous total of \$19,995,900, and whatever of this amount has remained in this city has served for the time the money market's needs. The heavy decrease reported in deposits is not so easy to explain and suggests that in this liem at least there is reflected rather the earlier transactions of the week than actual present conditions. A remarkable il-lustration of the causes for the late heavy

continue in active demand at good, strong prices. There was not much deing in the stocker and feener line. As has been the case all work regular dealers have done the hulls of the business. As the receipts have been somewhat limited, prices have gradmand bore good ones would sell to advantage Plenty of sales have been made to the country at 44 and over and it is very inferior stad. Mose Hog values continue on the down grade have of the standard in the bight is a north of the down frame. There is no the basiness in the basiness of the sale of the basiness of the standard bore good ones would sell to advantage Plenty of sales have been made to the country at 44 and over and it is very inferior stad. Hogs Hog values continue on the down grade. Prices have dropped fails 25c shire has to sell at 83. Hogs Hog values continue on the down grade. Prices have dropped fails to wor have the bight time a nonth ago. The feeling is very uncertain but generally bearish and or one is satisfied with the condition of affairs at present existing. Farmers think prices cought to go higher on account of the present and prospective small receipts, while each and how the failing of in the consumptive demand nearly makes up for the short supplies, and not so many logs are meded on the down as used to a the other hand. Michael Cudahy next to Armour, the biggest packer in the event of the prices of the situation. In a recent interview we said: "I would a great deal rather pack hogs at

in the country, takes a mindle or compromise view of the situation. In a recent interview he said: "I would a great deal rather pack hogs at 4 thuin 7c, but I don't see where we are going to get them. My theory is that the packing for the season from March I to November I will be about 1.000,000 short of last year. I don't know but that the shortage will be larger. It will be that I think, at any rate. Of course the receipts will in-crease as we approach fail. Stocks of pro-visions are going to be very light. They are decreasing now. The south is going to put hu a great deal of cotton they must have a good deal of pork. It is a dear article, but there will be a large demand for it. The World's fail, with the enormous increase in travel, will. I believe, increase the de-mand for hans. We are paying about 7.5 cents for hogs now. I do not expect to buy idem any cheaper than 7 cents. I have an idea that the hug situation will not be more all until about next. Christmas, The receipts today were the brained for more the good medium weight and heavy how sold a stready to strong prices from 57.30 up to 57.45. As the receipts were interest the four strong rates are ported from and with an active shipping de-mand the good medium weight and heavy hows sold at stready to strong prices from 57.30 up to 57.45. As the receipts were interest for how in a matter strong prices from 57.30 up to 57.45. As the receipts were interesting prices ruled weak to be how than Fillay on the light and mixed grades, with sows of poor to good stift at from 57.15 to 57.30. After urgent orders had been filled the market weakened and closed fully be lower on all grades. Sales were largely as on Friday and from 57.35 to 57.35. As as against 57.50 to 47.00 has the receint average and so of sub-

from \$7.25 to \$7.35, as against \$7.50 to \$7.60 hast Saturday. SULPS As usual there was a good supply on sale. There was no change in the market and local houses were willing to take everything offered at fully steady prices. Sellers gen-erally wanted an advance and receipts changed hands slowly. Quarations: Fair to good ma-tives, \$3.750;5.10; fair to good westerns, \$3.50 (\$5.00; common and stock slicep, \$2.25;83.75; good to choice 40 to 100-16, hands, \$4.00;66.07.

Receipts and Disposition of Stock. Official receipts and dispersition of stock as shown by the books of the Union Stock Yards company for the twenty-four hours ending at 5 others in m. March 18, 1893.

CATTUR.		Hitekte.		STREEP,		HORSES & MIN	
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107	2,535	157	4,797	15	2,751	- 1	
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Total..... 2,731 4.722 2.22

Chicago Live Stock Market. Chicago Live Stock Market. Chicago, III., March 18.—[Special Telegram to The BEE.]—There was a nominally un-changed market for cattle. The offerings were limited to about 390 head and consisted for the most part of such kinds as usually go to local butchers and canners. They were taken on a basis of former quotations, the ex-treme range of values being from \$1.50 to \$0.15.

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R1.0005.25: cows and helfers, \$1.05024.35; Hockers and feeders, \$3.3524.225; Hons Receipts, 4.100 head; shipments, 1,100 head; market was active and 50210c higher; all granes, \$4.5007.45; hull, \$7.2027.35; SHEEP-Receipts, 1,500 head; shipments, 100 head; the market was nominally steady. #3.0685.051

St. Louis Live Stock Market.

St. Louis Live Stock Market. ST. Louis Mo., Marcia 18, -CATTLE-Receipts, 600 head: submonts, 600 head; market steady; feil Texas stears, \$3,0064,007, fair to good natives, \$3,20,24,007, common to fair Texans \$2,00,23,10. Hous-Receipts, 1,100 head; slipments, 1,800 head; confrict strong; heavy, \$7,100 7,007,mixed \$1,0027,40; light, \$7,0027,35. SHEEP No market.

Milwaukee Markets.

Minwattere, Wis, March 18. - WHEAT→ Stendy: No.2 spring: 63420 Cons. Stendy: No. 2, 41c. OATS - Quiet: No. 2, while, 35c: No. 5, 333

BARLEY-Unchanged at 63c.

RYE-55bc. Phovisions-Firm. Ponk-May, \$17.50.

Cotton Market.

Cotton Market. New Onceans, La., March 18.—Steadyi good adulting, 35.5; middling, 85.6; low mid-dling, 85.6; good ordinary, 85.6; and receipts, 4.603 bales; gruss receipts, 5.043 biles; ex-part, to great Britain, 2.244 bales; to France, 2.660 bales; to the continent, 866 bales; coast-wise, 1.444 bales; sales, 3.100 bales; stock, 290,272 bales.

Coffee Market.

Conce Market, New Yonk, March 18.—Options opened steady, unchanged to 10 bolins down, closed firm, 58:10 points advance; sales, 12:250 bags, including: March, \$10:357 April, \$10:00216.050 May, \$10:457 July, \$10:2504.0,307, September, \$10:155110:307, October, \$11:107, December, \$10:155110:307, October, \$11:107, December, \$10:155110:307, October, \$11:107, December, \$13:91, Spot Rio, dull, steady1 No. 7, \$17:6216.

Philadelphia Grain Market.

Particulturia, Pa., March, US., WHEAT -steadler, No. 2 red. March, 733/874c, COIN. Options work and lower; No. 2 inixed, March, 40 protoco. Oxrs. Carlots, weak; futures, nominal; No. 2 white, March, 40 (2034) (20.



It Cures Colds, Coughs, Sore Threat, Croup, Influ-ensa, Whooping Cough, Bronchitis and Asthma. A certain euro for Consumption in first stages, and source relief in sevanced stages. Use at once. You will see the excellent effort after taking the first does. Sold by deniers everywhere. Large bottlee 50 cm - and \$1.23.

Every Man whose watch has been rung out of the bow (ring), by a pickpocket,

Every Man whose watch has been damaged by drop-

ping out of the bow, and Every Man of sense who merely compares the old pull-

out bow and the new



ated by the single trolley system

Electric traction has been developed in two ways; in one the locomotive earries its own source of electricity, and that is the storage battery system. In the other the electricity is taken from a wire, either strung above the tracks, or placed in a conduit along the tracks, or taken directly from the tracks themselves.

With regard to the storage battery system, on account of the great weight of the storage batteries themselves, necessitating practically a full-loaded car before any passengers are aboard, and also on account of the amount of handling that is necessary in taking out discharged batteries and replacing them by newly charged batteries at the end of every trip or two, that system has received very little practical development, and may be said to be in the experimental stage yet. While numbers of cars have been equipped for experi-mental purposes, I do not know of any road that is operated regularly by the storage battery system.

In the central station systems, where the current is produced at a central station dynamo, and then fed to the cars through line wires-leaving out of con-sideration, for the moment, the slot system and the system where the current is fed along the rail itself, and considering only the overhead system-there have been two ways of working that plan. One is with a wire running from the dynamo on poles and stretched over the read with a return wire coming back alongside of the first one, and the other way has been with an outgoing wire stretched over the read to a return wire sunk in the ground, but not insulated. The first with both wires is the double trolley system, and the second, with a return wire in the ground, is the single trolley. The trolley is the wheel that runs along the wire and takes the electricity from the wire, leading it by appropriate connections to the car. As it is in use at present, it is a wheel placed at the end of a long, flexible arm that, by a proper arrangement of springs, is ressed against the overhead wire. the two-wire arrangement a double trolley wheel is used, the current coming down through one trolley, passed through the motor of the car and returned to the dynamo by way of the other trolley and the return wire. In the single trolley system the current goes through the troldown through the motor of the car, and then through the wheels of the car into the tracks, each section of track being connected with a bare wire sunk in the ground between the tracks and the current, returning to the dynamo practically through the earth; the purpose of the bare wire between the tracks being for the sake of getting a sure ground connection and not depending upon the tracks themselves.

It might be said, as far as the conduit systems are concerned, there are difficulties in the way of insulation that have prevented those systems from becoming successful. The condition of things in roads that are in practical use today is that there are, to my recollection, only two double trolley roads in existence, one in Cincinnati, and the other in Camden, N. J. All of the others that are in operation are single trolley roads. I know of no conduit roads, and no storage battery roads, that are in practical operation.

In regard to expense of construction it may be said that the underground is nore expensive to install, and in operation it also would be more expensive on account of greater liability to loss of cur-

that particular section, and flows in the next succeeding one, so that, except immediately underneath the car, there is ne electricity in the road. And then if there is any break in the main wire, being in the ground already, it can do

no damage. A similar system to this has been devised by Mr. Ries of Baltimore. Neither of these induction systems is yet in operation; but they promise a relief from such dangers as there may be in the trolley, as it is applied in crowded cities

The speed of the car is regulated by a resistance-box that is under the control of the driver; by throwing in or taking well. out resistance he can slow the car or in crease its speed. The car is stopped, of ourse, by cutting the current out entirely; that is controlled by a switch

which he has in his hand. The trolley is cheaper than the horse rallroads in operation and very much cheaper than cable roads. In point of cost of introduction the trolley and the cable road cannot for a moment be compared, the cable being so much more expensive. That is one reason why the trolley road has been so largely introduced in all our cities. Where there has been strong opposition to the trolley, on account of the danger and the disfigurement of the streets, the cable road has been introduced, but the probability is that, with free choice, the companies would invariably install a troiley road

in preference to the cable. The speed of an electric road is only limited by ordinances which control it in particular cities. The speed that can be maintained on an electric road is dependent upon so many conditions that a prophecy as to what it will be in the future does not amount to much; it may be possible to reach 150 miles an hour but nobody can say that it will be pos-Of course, in the case of small experimental cars that speed has been reached, but it is problematic when it will be reached with large cars. An inventor in Florence, Ala., claims to have made an electrical motor which has developed a speed of 120 miles an hour. Dr. Louis Dancan, chief of the electrical department of the Johns Hor kins university, says there is no doubt such great speed can be made if a very large motor be constructed for the pur-In commenting on this intellipose. gence Dr. Duncan says:

"The tendency in electricity is to make everything large. The cars which were at first used in Richmond, Va., where the first successful electric railroad was built, had two 72-horse power motors. Now cars for the same work have 25-horse power motors. The speed and size of cars have increased, and the tracks and trucks have had to be strengthened in proportion. The wear on the track with electric cars is very great on ac-count of the fact that a considerable part of the weight of the motor is directly on the axle and is not supported by springs as in the case of a steam loco-The question of track motive. construction has, therefore, become a very important one, and the weight of rails in the ordinary street car track is as great as on a steam railroad. There has also been a marked increase in the size of dynamos to supply currents to street railways. At the West End station in Boston large slow-speed engines are used. These are belted to a counter shaft, and to this shaft are belted a number of small dynamos.' This plant was designed several years ago. The multiplicity of belts and the number of machines make a very complicated station. In Brooklyn, N. Y., where a plant of the latest design is being erected, dynamos The statements that have been made | will be of 2,000-horse power each, con | the purchase of silver continue.

"What's the matter with catching them?" "Ah, that's the rub. If anybody could

have captured them they would not be roving at large over those hills now. They are as fleet as the wind and posessed of remarkable intelligence. There is our main leader or general. He is as white as snow and he governs

like a monarch. "The band is divided into brigades, regiments and companies, with appropriate officers to each command. Now, you cannot get close enough to them to shoot them with a rifle if you wanted tod but I have invented a tran which worked The band sleep in a valley many miles from the place where they graze,

the day before. "I had constructed a huge trap or corral of large logs in this valley and baited it with corn on the inside, putting enough along the entrance to entice Once they en e there's no rethem in. turn. It was several days before any of them took the bait, but last Sunday I went down there with some vaqueros

and we had seven of the prettiest animals cooped that you ever saw. Then the tug of war came, and that was to lasso and throw them. They fought the vaqueros most viciously, but finally we had them all well roped, saddled them and had the boys ride them.

"After about half an hour or so in each case the animals were subdued and appeared to be submissive. In fact when I left a child could almost handle them.

Then you think you have a big thing

"Why, I know it. I expect they have got twenty of them broken in now. This is the only way to eatch them and it will not be long before I have that band in the market and sold at an average of \$100 apiece. There's an even \$1,000,000 cleaned up Here's old Bill Clark coming here. He will tell you? Mr. Clark, who appeared to be the soul

of veracity, corroburated all that Rollins had said, with a few additions and fancy touches that made the story even more romantic and improbable.

VAULTS FULL OF SILVER. Bullion at the Philadelphia Mint Beyond

All Precedent.

The vaults of the United States mint at Philadelphia now contain the largest amount of bar silver ever stored in one place of the United States, says the Washington Post. The quantity is 110,000,000 enough to make no less than 150,000,000 silver dollars. The vaultage of the mint is said to be unexcelled in this country, yet the steel-walled treasure holders are filled to overflowing and the bullion is being received from the government at the rate of 3,800,000 nunces a month. Besides this amount there are sealed in the separate vaults \$50,000,000 in coined silver. The seal on the door has not been broken for two All the available storage space years. having been utilized, it has been found necessary to have another steel-lined vault constructed for the sole purpose of storing the bullion. The new vault is about ten feet from

floor to ceiling, about eight feet wide and thirty-five feet long. It was com-pleted yesterday and the government commence using it on Monday, With the silver piled up to the ceiling this new storage place will contain but 20,000,000 ounces, and at the present rate It will be filled in less than six months. Tae construction of still another one of these immense storage places for the silver is an absolute necessity should

doubt that the associated banks have it easily within their power to very largely relieve the situation and restore confidence in the moncy market, if they can be induced to put their whole power behind the treasury. It is all very well to 'teach lessons' to in-tractable politicians; but some kinds of teaching may cost altogether too much."

Tip for Eastern Bankers.

FROM PARDRIDGE & LEEMING.

How the Big Chicago Brokers Look at the Grain Situation.

CHICAGO, Ill., March 19 .-- It's Chicago against the world. The clique against the cash grain trade, and regular Board of Trade dealers in other markets. Outside-markets look on and wonder whether the world car be whipped into line with Chicago, or the clique will have an elephant on its hands.

Chicago will be the head center for shipments of wheat from north, south, east and west. There is probably enough legitimate interest among elevator people and commis sion merchants to make every effort in the next sixty days to make room for wheat, and on the opening of navigation, enough room will be made by shipping out corn, oats and off grades of wheat to make room for all the contract wheat outside markets will be able to send. Shipments of wheat from Ohio and Michigan points usually destined castward will come to Chicago, and before the end of May, Chicago may change from the highest to the lowest market in the world.

Shipments from Toledo and Detroit can be made inside of thirty days to better ad-vantage than to New York. In the mean-time the clique's work must be done rapidly to scare in the shorts and the crop killing

machines will be worked night and day. With reference to them there is nothing in sight anywhere different from a natural usual condition of things. From personal observation of the winter crop in Michigan the last week there has been no damage, ut on the contrary a very promising out-

The volume of trading has changed to the July option, and if there is any real cause for an advance in wheat it will be shown in that month, where the supplies may be lessened. In the next thirty days some looking around must be done to see what disposal can be made of the excessive stocks of grain in Chicago. These stocks are sure to be backed up by large shipments in the interior awaiting elevator room and transportation. The uncertain action of American markets has destroyed all confidence abroad, and lit-the help can be expected from foreign markets until prices are adjusted in this

New York, while having reduced its large supply somewhat, is beginning the spring with stocks larger than those usually on hand on the close of navigation in the fail. The exports for the balance of the crop year are likely to fail behind those of last year, and for the coming year, we can hardly expect the enormous export trade of the last two years.

It hardly seems probable that the opera-tions of the clique in May wheat will clog the wheels of trade and receipts and shipments, and the beard of directors will make room in time for all shipments to this point. Small receipts of hogs still furnish stimulus to the provision market, but when one looks at present prices of lard and ribs and pork they seem rather lofty. Corn and cats have failed to show any ad-vancing tendency, and uside from beavy manipulaptions the May price of corn and outs will no doubt settle to the present cash prices of those articles.

PARDRIDGE & LEEMING. NEW YORK'S CASH HOLDINGS.

Very Little Change in a Week Shown by the Hank statements.

New Youx, March 19,-In its statement of the average specie and legal tender holdings. yesterday's bank statement confirms the known facts. Practically the clearing house banks hold today exactly as much money as they held a week ago. Why they are offering more ample accommodation is due, if at all, not to a large net inflow of funds during the wock, but to the decrease through the wholesale liquidation in the week's stock market of money already held there, but hitherto tied up in long stocs. From the transactions in loans during the last three weeks this appears to have reached the

ranged with a syndicate of Italian bankers to take more than 60,000,000 lire of an Italian loan.

On the Frankfort Bourse,

FRANKFORT, March 19 .- Business on the bourse was firm during the last week. The

final quotations were: Hungarian 4 per cent gold rente, 97.50; Italian 5 per cents, 92.90; Portuguese 414 per cents, 28; Russian, 99; short exchange on London, 20.43; private dis-Kansas City Live Stock Market.

count, 2 per cent. On the Paris Bourse.

PARIS. March 19 .- Business on the bourse has been poor during the past week, and prices have been far from firm. Three per cent rentes fell 1f 25c; Credit Foncier 2f 50c. Rio Tintos rose 1f 25c; Argentine, 8f 75c; Brazilian fours, 95c.

OMAHA LIVE STOCK MARKETS.

Compared with a Year Ago the Week is an Improvement.

SATURDAY, March 18. Compared with the previous week receipt for the past six days show no material change. Compared with a year ago there is the usual increase in supplies of both cattle and sheep and falling off in the receipts of hogs. The official figures are as follows:

Sheep 8,31-7,912 4,246



A WOMAN'S BURDENS

A WOMAN'S BUILDENS are lightened when she turns to the right medicine. If her existence is made gloomy by the chronic weaknesses, delicate derange-ments, and painful disorders that afflict her sex, she will find relief and emancipation from her troubles in Dr. Pierce's Favorite Prescription. If she's overworked, nervous, or "run-down," she has new life and strength after using this remarkable remedy. It's a powerful, invigorating toole and nervine which was discovered and need by an em-inent physician for many years, in all cases which was discovered and used by an em-inent physician for many years, in all cases of "fenale complaints" and weaknesses. For young girls just entering womanhood: for women at the critical "change of life;" in bearing-down sensations, periodical pains, ulceration, inflammation, and every kindred ailment, if it ever fails to benefit or cure, you have your money back. you have your money back,

The hog market was firmer and generally higher. Heavy weights did not sell materially higher, but good light and medium sorts were wanted at an udvance of 5c. Sales were at fight, but given advance of 5c. Sales were at from \$7 to \$7.50 for poor to choice 140 to 190 lbs., at from \$7.35 to \$7.75 for mixed and me-dium, and at from \$7.50 to \$7.85 for averages of over 250 lbs. The quality averaged pretty good and from \$7.40 to \$7.70 were the prevali-

KANSAS CITY, Mo., March 18.—CATTLE-Re-celpts, 3,500 head: shipments, 1,300 head: market, slow: steers and cows steady to 10g lower; feeders and Texans weak. Represen-tative sales: Dressed beef and shipping steers

ng prices. The market for sheep and lambs was quiet Reystone Watch Case Co., Philadelphia. and apparently steady. The former were quoted at from \$4 to \$5.50 and the latter at from \$4.50 to \$6.25, 300 head; hogs, 5,000 head; sheep, 1,500 head.

SOUTH OMAHA.

Union Stock Yards Company, South Omaha. Best Cattle Ho and Shoen market in the west.

Wood Brothers.

COMMISSION HOUSES.

BONDS WANTED Total leaves of cities COMPANIES, SCHOOL DISTRICTS, WATER COMPANIES, ST.R. COMPANIES, etc. Live Stock Commission Merchants. South Omaha-Telephone 1137. N.W.HARRIS & COMPANY, Bankers, 163-165 Dearborn Street, CHICAGO. 15 Wall Street, NEW YORK. 70 State St., BOSTCN,

JOHN D. DADISMAN, | Managers' Market Reports by mall and wire cheerfully

OMAHA Manufacturers' and Jobbers' Directory

AWNINGS	AND TENTS	HARDNIRE.			
Omaha Tent-Awning COMPANY. HORSE COVERS.	Wolf Bros. & Co., Manufacturers of tents, awnings, etc., 10; and 203 S. 10th street.	Rector & Wilhelmy COMPANY, Corner 10th and Jackson	Loback & Linn, Destors in fardward and mochnolos to ils 1444 Douglas St.		
BAGS AND TWIN'S.	BICYCLES.				
Bemis Omaha Bag	M. O. Daxoa,	HATS, EFJ.	IRDA WORKS.		
COMPANY. Importers and man. frs. flour sacks, burlaps, Iwing.	Bleyclassold on monthly payments 122 N.15th.	W.A.L.Gibbon & Co. Wholesalo Hats, cape, straw goods,	Omaha Safe and Iron WORKS		
	ID SHOES.	gloves, millens, 2th 1	from shutters and fire of Capos, Androin & Gar- ett, 1411 and Jackson.		
OMAHA Guiama Hau	nuard Shoelo	LUMBER.			
1212 HARNEN ST.	MICHSANDJURDENS.	John A. Wakefield, Imported Americanfort Intel computed Milwaa Kee computed and gallery waite lime.			
Salestoom and Office-110 Factory We are the ONLY Mat	106 Company, 7-1195-1111 Howard St. -1115-1121-1123 Howard St. infagurers of Boots and asia extended to all to inspect	LIQUORS. I MILLINERY. Frick & Herbart, Wholessiellignordeaters of milliner, and Johoen of milliner, and Johoen			
Kirkendall, Jones & COMPANY, Wholesale mirs, agants, Boston Rubber Shos Co. 1104- 1104-1104 Haraey St.	Amar. Hand-Sewed SHOE CO. boots, shows and rabber goods. LMs- 1510 Harney St.	1001 Farnam St.	Mail orders promoting vestiles, the st.		
COAL, CAKE.	CORNICE.	Carpenter Paper Co.	Standard Oil Co.,		
Omaha Coal, Coke & Eagle Cornics Works		Carry a full stork of	itefined and inbricating oils, axis grease, etc.		
Dougins Sts.	1110-1112 Dodge St.	PRODUCE COMMISSION.			
DRY 6	0008.	Branch & Co., 14	Jas. A. Clark & Co.,		
M. E. Smith & Co., bry goods, notious, fur- missing goods, corner itth and Howard Sta.	Kilpatrick-Koch Dry GO ODS CO., Notional gents' furalsh- inggoods, cor. Ifth and Harney Sta.	a second s	Butter, churse, eggs, ponitry and gaue, 317 S. lith st.		
	ITURE.	STOVE REPAIRS.	SASH. DJJ3		
Omaha Upholstering CO., upholstered furai- fure, 1132 104 Nicholas Et. Wholesalo only.	Beebae & Runyan FURNITURE CO., Grace and Inth Sta	Omaha Slova Beplir WORKS, store repairs and water attachments for any kind of store made, 1307 Douglas St	M. A. Disbrow & Co Manufasturors of sast doors, blinds and mouldings, branch of Hoe, 12th and laura		

