may solve the problems of and marine navigation by elec-

BOOKS AND PERIODICALS.

PUSHING INTO THE COUNTRY

Trolley Lines Reaching for Urban Busines in the East,

CHALLENGING STEAM TO A CONTEST

Electric Road Connecting Large and Small Cities and Gobbling the Traffic of Steam Roads-The Battle Royal.

Measured by the experience of similar enterprises in the east, there is very little reason to doubt the success of the projected trolley line from Omaha to Frement. Allowance must be made, however, for the difference in volume of traffic. The urban population adjacent to the cities of New York Boston and Philadelphia affords prompt returns on the investment, but this is offset, to a limited extent, in this section, by reduced first cost.

The extension of trolley lines from large cities is one of the serious problems confronting managers of steam roads. Those already in operation have cut into the revenue from local traffic, which forms one of nopoly. In Philadelphia the trolley lines have absorbed much of the suburban traffic of the Reading and Pennsylvania systems, and both companies are preparing to slash rates and compete energetically with the new

Companies have been organized to connect enterprise has become so dangerous that the New York, New Haven & Boston road ances its intention of controlling the rival

WHAT CITIES LEAD IN THE TROLLEY.

crease as soon as the proper changes in state laws can be made, for in some states, notably Pennsylvania, Rhode Island and Massa-causetts —all states in which trolley development has been extensive—electric freight and express service has hitherto been pro-

PROGRESSIVE REVOLUTION. No such enormous development as that

achieved in electric traction control in take place without working a revolution in take place without working a revolution. In more than one contributory industry. In this case there has been a great increase in the building of very large and strong station-ary steam engines, running much more rapidly than any others at all similar in size and weight, excepting those of ocean steam-ship. Great impetus, too, has been given to the manufacture of wire. It is estimated that three miles of copper filaments are needed for every mile of track, and the wire in actual present use would more than reach entirely around the world. Add to this what has been discarded as worn out, and the necessary surplus, and it is likely that the trolleys have already used up quite 75,000 miles. For heavier rails, too, there has been a great demand, as it was early discovered that the old type used by the horse railroads would not do all at under the new order.

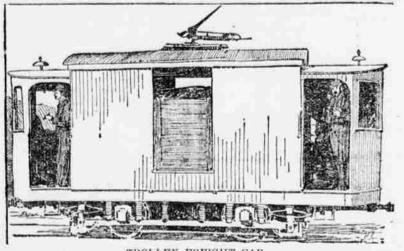
The wheels of horse cars merely roll over

the rails, thus wearing them but slightly; but the wheels of the trolley cars bite the metal at every turn, and the light, old-fash-loned rails were soon worn out. For this reason rails weighing ninety pounds to the yard have had to be substituted for the thirty-five pound rails that were amply adethe chief sources of income of railroads, and duate under the old system. It was feared by which they have hitherto enjoyed a morendered necessary would be so great as it ome cases to compel a change back from trolley to horse power.

Of course there have been enormous de mands for dynamos, switch-boards, cars, rail-road ties and sleepers and wooden and iron poles, and equally, of course, the brains of hundreds, perhaps thousands of inventors, New York and Philadelphia and New York have been set to studying how to improve and Boston with trolley lines, practically the various apparains so as to make it possiparalleling existing steam reads. The latter ble to operate the roads more cheaply and satisfactorily.

RELATIVE COST.

Statistics of the cost of operating electric roads are furnished by the railroad commissioners in Massachusetta in recent annual It is hard to say in which of the great reports. In their report a year ago the com-cities the trolley has been most notably de- missioners said: "A well located and well veloped. Baltimore is at the front with the managed electric railway, it may be fairly



TROLLEY FREIGHT CAR.

first underground electric railway in America; said, stands a similar chance of financial the Brooklyn surface system is a marvel of intricacy and extensive milesge; the system that interpenetrates and connects St. Paul and Minneapolis is a model of rapid transit and systematic operation; the lines in St. Louis are a constant joy to the people there, who erstwhile were mainly dependent upon the carnings on Massachusatts transit relations. erstwhile were mainly dependent upon the mule for atreet car motive power; the Phila-delphia system covers many miles, and repre-were considerably in excess of 100 per cent delphia system covers many miles, and repre-sents millions of capital; and systems quite of gross earnings; the ratio on three other as perfect, though less extensive, are to be found in scores of smaller cities east and

New York and Chicago are far behind most other cities as regards the trolley, New York being by all odds the most backward of all. Probably the most extensive single suburban and intra-municipal system is that of the New Jersey Traction company, which connects Jersey City (New York), Hoboken, Newark, the Oranges and other cities and towns in the state whose population is chiefly suburban. Before this year is completed, unless disaster evertake it, this gigantic corporation will greatly increase its mileage, and compete still more hotly than now with the steam road for the enormously profitable passenger traffic of the region it has pre-empted.

Wherever the trolley tracks parallel those of the old steam lines, it has been noticed that the trains run lighter than ever before, while the trolley cars, with their more freschedules and cheaper fares, are

THE BATTLE ROYAL.

Now the trolley men are getting ready to put up a big fight with steam for long-distance transportation. It will be but a short time before the electric webs will begin to come together. That centering at Boston will touch the one spreading from Providence; it will communicate with the Connecticut webs and they will reach along the coast of the sound till their lines are continuous with those of Westchester county, New York, When between New York and Boston there will be unbroken electric communication. Thus the first battle between the power of the locomotive and the power of the dynamo is likely to take place along the line of the Consolidated railroad, connecting Boston and

Already the steam railroad people understand this, and are preparing to themselves supplant steam with electricity. The Conmolidated is not the only trunk line that is getting ready to take this step, either, for it is understood that the Pennsylvania's management proposes soon to operate its branches by wire. The Consolidated road, however, has gone farther than any other steam line, since it has engaged a competent electrician at a high salary, has built two extra tracks from New Haven to New York for the special purpose of introducing electric traction, and has had many of its new cars built light, so as to be better

adapted to the new traction method. generally understand that many problems have yet to be solved before long-distance electric traction will be a success, not the least of which is the leakage cess, not the least of which is the leakage of the wire with the roar of a gas well.

Aside from their deep scientific import and left bare. This will render it imperative that their wondrous fascination as a spectacle, power houses be built at short intervals along such effects point to many new realizations such trunk lines as use electricity, and some making for the higher welfare of the human experts say the expense of constructing and race. maintaining an adequate chain of power houses and the necessary wire between New York and Philadelphia, for instance, will be greater than the cost of operating the same stretch of road by means of locomotives MAIL, EXPRESS AND FREIGHT BY

TROLLEY.

roads was 30 per cent and more. In addition to the above, three other roads show expenses of between 80 and 90 per cent; the number operating between 70 and 80 per cent was twelve. We see, therefore, that twenty-four twelve. We see, therefore, that twenty-four out of the forty-five operating street railways of Massachusetts were last year operated at a cost of 70 per cent or more of gross earnings. Of the remainder, twelve were operated at 60 to 70 per cent, and five at 56 to 59 per cent. One road reported operating expenses of only 31 per cent, and to this fact is due to a control of the finest control of the finest control of the finest control of the firest variety. Among these representative artists are Charles S. Reinhart, whose pictures accompany a valuable study, by Edward King, upon "Art's Collaboration with Literature." In which he declares that "it is to art's precious and unacknowledged collaboration that we owe some of the finest

the average expense for all the roads of 69.5 per cent. This low figure, it may be added is due to the fact that the road in question was opened only a year ago, and has been obliged to spend practically no money as yel on repairs, nor to charge anything to de-preciation. Furthermore, it obtains abnor-mally high rates, a fare of 25 cents being charged for a trip of thirteen and a half miles. Had the report of this road been omitted by the railroad commissioners when cear, the operating cost of all the other roads the state would have been found to be per cent of the gross earnings.

An interesting comparison might be insti-tuted between the electric roads and the steam roads, in the matter of operating exonses. The five operating steam ratiroad ompanies in Massachusetts reported last year percentages of operating expenses averaging 68.37 per cent, as against 69.5 per cent reported by the electric companies; and the highest ratio, that of the New York & New England, was 76 per cent. These figures, of course, include the cost of transporting freight as well as passengers. Unfortunately the commissioners furnish no data by means of which the earnings and cost per passenger per mile of steam and electric roads can

ELECTRICAL POSSIBILITIES. After describing and illustrating in his article on Nikola Tesla's work, in the April Century, the process and apparatus employed for manipulating the electrical charge of the earth itself, Mr. T. C. Martin makes this comment on the unique phenomenon pre-sented: Considering that in the adjus me ts cossary, a small length of wire or a small body of any kind added to the coil or brough into its vicinity may destroy entirely all effect, one can imagine the pleasure which the investigator feels when thus rewarded by unique phenomena. After searching with patient toll for two or three years after a result calculated in advance, Mr. Tesla is compensated by being able to witness a nagnificent display of flery streams and light ning discharges breaking out from the tip The transmission of power and in-

telligence is but one thing; the modification of climatic conditions may be another. Per-chance we shall "call up" Mars in this way some day, the electrical charge of planets being utilized in signals. It must not be supposed that the new cler tricity represented by Nikola Tesla is icono-clastic. In the minds of a great many people White the steam lines are getting ready to fight the trolleys with their own weapons, the latter have already invaded the field of building up; and electricity, in spreading

A TROLLEY LOCOMOTIVE

the former in other ways than by competfor passenger traffic in suburban regions between towns. Late last autumn sixtytwo lines in the United States and Canada were carrying the mail, fifty-eight on gov-strament contract; thirty-five lines had inaunrated express service, and fifty-five were nuling freight. Six lines hauled steam road reight cars over electric rails, thirty-seven had special freight car service of their own. mail cars, and eight had combination and express cars. These figures, the mail and express cars. latest available, should all be increased to be accurate now, for at the time they were

counters the prejudice that always rebuffs the innovator. The assumption is false. It may be true that in the gladiatorial arena other always succumbs and drags out its dead; but in the arts long survival is the law for all the appliances that have been found of any notable utility. It simply becomes a question of the contracting simply becomes a question of the contracting sphere within which the old apparatus is hedged by the advent of the new; and that relation once established by processes complex and long continued, capable even of mathematical determination, the two go on

growths, electrical application exemplifies

this. After many years' use of dynamo-elec-tric machinery giving what is known as a "continuous current," the art has reached the conclusion that only with the "alternating current" can it fulfill the later duties laid upon it and accomplish the earlier tasks Inventor Tesla's Wonderful Work Described that remain untcuched. With the continuous current we have learned the rudiments of by an Expert, lighting and power distribution. Wit alternating current, manipulated coaxed to yield its highest effic

WHAT THE RECENT FIRE SWEPT AWAY

tricity, operate large rallway systems, transmit the energy of Niagara hundreds of miles, and, in Mr. Tesla's own phrase, "hook our machinery directly to that of nature." Combination Steam Engine and Dynamo and Its Practical Operation -The New Method of Creating Light.

The publishers of Chips take umbrage at our remark made in a previous number to the effect it contains "selected extracts from the best current literary productions," for which we owe an apology. Chips contains riginal matter only, and its April number is liter of the Electrical Engineer. The article bright, crisp and full of sparkling gems. The Chips Publishing company, 1018 Downing building, New York. The importance of perfect poise is explained in the Law, Order and Art in Dress depart-ment of the April Jenness Miller Monthly. Mr. Tesla's laboratory, with all contents,

efficiency

An admirable paper by Miss Ainsley Crawley tells "How to Enjoy Painting and Sculpture;" tells "How to Enjoy Painting and Scuipture, Miss Jane Pratt has some good words to say on "Overworked Bables," and Mr. Amos R. Wells contributes an amusing essay entitled Wells contributes an amusing essay entitled "A Psycological View of Pockets," in which he demonstrates the enormous advantages abundance of pockets at their service. Solid sense, as usual, is the characteristic feature of this popular fournal legace. Monthly, 114 Fifth avenue, New York.

"Our 'Civic Renaissance'" is the title un-der which Albert Shaw in the April number strate Co., 13 Astor Place, New York.

Not since the flood, so graphically described in the old testament, has such a catastrophe is Mr. Jean T. van Gestel relates, been told by an eyewitness. The eruption of Krakatoa swept out of existence nearly 120,000 persons. swept out of existence nearly 120,000 persons. Of this terrific cataclysm Mr. van Gestal, the only living eyewitness, tells the story in the April Cosmopolitan. Lady Colin Campbell's interesting article, "English Country-House Fartles," is the first presentation in an American periodical of an interesting phase of English life. No one could write with better knowledge of the subject, or a brighter pen, than Lady Campbell. The last six pages of the present number exhibits a new feature which appeals to lovers of art. These six which appeals to lovers of art. These six full-page copies of six famous paintings of ecent work reflect what is being done in the world of art. The famous Spanish artist. Cabrinety, is again seen to advantage through his beautiful drawings as shown in Gertrude Hall's clever story, "The Late Returning." The Cosmopolitan is giving its readers a thorough discussion of the China-Japan war. General Lord Wolesley presented the first paper, and is followed in this number by Hon. George Frederick Seward, for many years planipotentiary at Peking. The Cosmoolitan Magazine, New York.

The leading place in the April number of The Monthly Illustrator is given to an arti-cle of Prof. Hjalmar Hjorth Boyesen, who siders the aspects of "Boyhood and Girl-l," comparing and contrasting the reto art's precious and unacknowledged col-laboration that we owe some of the finest triumphs of literature." The artists have taught the writers to be accurate and careful, and, what is more, have added largely to the field of literary activity and inspiration. prince of Illustrators," remarks Mr. King, "who, like Mr. Reinhart, scatters abroad with lavish hand the welath of sketches made in a dozen lands, is doing for the novelist, the poet, the essayist, a service the value cannot be estimated in money Harry C. Jones, 92-96 Fifth Avenue, New

The April Midland Monthly is a fine num er artistically. It is also full of good readlady's "Outing in and a Chicago journalist's "Trip t he Black Hills," are its chief illustrated ar-icles. "Literary Dubuque" will interest many. This number is strong in its fiction, including two charming Easter stories and he opening chapters of the first of the twonumbered stories, "In the Valley of the Pecos," a prize story of rare power. The poetry, social and economic study, the home themes, the Midland war sketch, and other features, give something of interest for every-body. "The Stamp Bizness" is a laughable burlesque on the postage stamp craze of the

MAGAZINES RECEIVED. BOOK NEWS.

THE STATE'S DUTY. W. H. Moore, 106 and 108 Pine Street, St. Louis, Mo. THE KINDERGARTEN NEWS. Milton Bradley Company, Springfield, Mass. THE CHICAGO 400. Holland R. Persinger, 212-214 Monroe Street, Chicago. WOMANKIND. The Hosterman Publishing

Company, Springfield, O. FHE CHAUTAUQUAN. The Chautauquan, DONAHOE'S MAGAZINE. Donahoe's Magazine Company, Boston, Mass, AVING AND MUNICIPAL ENGINEER

THE NEBRASKA WHEELMAN. Howe & Milmine, Lincoln, Neb.

ING. Municipal Engineering Company, In-

INDUSTRIAL NOTES

In order to give employment to the hundreds of idle men now in San Francisco, the merchants of that city are pushing forward a movement to pave all the streets.

Manufacturing is rapidly growing in Salt Manufacturing is rapidly growing in Salt Lake. There are now in that city, according to the statistics furnished by the Tribune, 203 establishments devoted to the manufacture of standard articles. Three factories afford employment to 2,530 persons, pay out annually \$1,230,603 in wages, produce goods and wares to the value of \$3,389,072, and represent \$3,321,732 of invested capital.

Glass is a material whose astonishing posin its manufacture the last ten or tweive years. We, who saw the glass gown spun for the Princess Eulalia at the Chicago ex-position, will forget the wonder with which position, will forget the wonder with which that dainty creation impressed us should we he lucky enough to see the exposition in Paris in 1900, when M. Henrivaux, an enthusiastic French manufacturer, promises to show us a house entirely made of glass and with furniture and even tapestries made by the effective hundred trillions of

of the same material. Ex-United States Senator Walsh of Geor-ia, in an article in the Independent, says that if the south would raise its own bread and meat during the next five years and not more than 6,000,000 bales of cotton it would become absolutely prosperous and financially independent. Last year the south produced over 2,000,000 bales of cotton, when there has never been a pressing need for more than 7,500,000 from the United States. This sur-

plus has caused the fall in prices, as a sur-plus of other articles always does. The lockout in the English boot and shoe factories affects over 200,000 operatives, and as many more, it is said, will also quit work. dispute grew out of the unwillingness of the employers to arbitrate a difference about the wages for machine work, their explanation being that the workmen had refused to abide by former arbitrations. American manufacturers, having free hides, improved machinery and better skilled labor, have been enabled to invade the English market, and

THE ELECTRICAL MAGICIAN

The current number of the Century Magazine contains an article on "The Latest Electrical Inventions and Discoveries of Nikola Tesla," written by Thomas C. Martin, edgives a summary of the progress made in electricity during the last fifty years, as well as a forecast of the work of the next fifty years, and, owing to the destruction of a few weeks ago, its text and illustrations are now the only record of some of the inventor's most important discoveries. One of the most wonderful of Tesla's inventions is the oscillator, which combines the steam engine and dynamo. In speaking or it Mr Martin says:

Jenness Miller of scientific research. With it, if he has not jenness Miller as yet actually determined the earth's electrical charge or 'capacity,' he has obtained der which Albert Shaw in the April number of the Review of Reviews outlines the work of various civic federations in the leading American cities. An interesting paper, "The Foundations of Belief," is contributed by W. T. Stead. The Greek of today is portrayed by J. Irving Manatt in a paper bearing the title "The Living Greek: A Glance at His Politics and Progress," In the department "Leading Articles of the Month" a large variety of topics of the day are ably discussed, among them "The Pacific Railway striking effects, which conclusively demon suddenly expanded or contracted, vibrate at cussed, among them "The Pacific Railway Debt," "Has the Missing Link Been Found?"
The Single Tax," "The Church and the Public Schools," "The Hugest Cataclysm Since the Delinge," The Review of Reviews tained. The purple streamers of electricity thus elicited from the earth and pouring out to the ambient air are marvelous. MAGICAL HALOS.

"The currents which are made to pass I and out of the earth by means of this cocan also be directed upon the human body. An observer mounted on a chair and touch ing the coil with a metal rod can, by careful adjustments, divert enough of it upon himself to cause its manifestation from and around him in splinters of light. This hale effect, obtained by sending the electricity of the earth through a human being—the highest charge positively ever given in safety-is, to say the least, curious and deeply suggestive. Mr. Tesla's temerity in trying the effect first upon his own person can be justified only by his close and accurate calcula-tion of what the amount of the discharge from the earth would be."

As to the ecoupmic value of the oscillator the article says:

"A moment's thought will show that one main object must be the elimination of certain steps in the transfer of the energy; and obviously, if engine and dynamo both have large losses, it will be a gain to merge the two pieces of apparatus. The old-fashione electric light station or street railway power house is a giddy maze of belts and shafting; in the latter plants engine and dynamo are coupled directly together on one base. This a notable stride, but it still leaves us with a dynamo in which some part of the wire hood." comparing and contrasting the resemblances and diversities of character which
gradually separate them as year after year
leads them farther apart. The illustrations
are from the telling pictures of G. A. Reid,
until lately one of the most prominent academicians of Canada, but now a resident of
the United States, and excelling in compositions of a downstip set. Besides the pictures
regulation.

tions of a domestic sort. Besides the pictures of child-life by Mr. Reid, the number exhibits "In his oscilla or Mr. Tesla, to begin with the work of several American painters and illustrators accompanying essays and stories mechanism. By giving also to the colls in. mechanism. By giving also to the colls if which the currer is created, as they cut the lines of force of the magnets, a to-and-fro or them is equal in every direction, he has overcome the loss of the idle part of the wire ex-perienced in rotting armatures; and, more over, greatest schievement of made the currents regulate the mechanica motions. No matter how close the governing of the engine that drives the ordinary dynam ularity in the generation of current. In the Tesla oscillator, if its inventor and the evi-dence of one's eyes may be believed, the vibraions of the current are absolutely steady and miform, so that one could keep the time o lay with the machine about as well as with

"Back of the tendencies to irregularity in the old-fashioned electrical apparatus were the equal or greater tendencies in the steam engine; and over and above all were the osses due to the inefficient conversion in oth of the power released from the fue under the boiler generating the steam. Gain in one direction with a radical innovation usually means gain in many others, through a growing series. I confess I do not know which of the advantages of the oscillator to place first, and I doubt whether its inventor has yet been able to sit down and sum up all the realities and possibilities to which it is a key. One thing he does; he presses for-

PHOSPHORESCENT PHOTOGRAPHY Relative to Tesla's experiments in ography by phosphorescence, Mr. Martin

"In the field of lighting by phosphorescence we reach hitherto untrodden ground. Phosphorescent light has been associated with the idea of 'cold light.' or the property of becoming luminous with the omission of the interdiate step of combustion as commonly understood. As a physical action we know it in the light of the firefly, which Prof. S. P Langley rates at an efficiency of 100 per cent all its radiations lying within the limits of the visible spectrum. By means of the Teslaic currents phosphorescent light strong enough even to photograph by has been obtained; and the picture, representing the inventor himself, is the first portrait or photograph of any kind ever taken by phosphorescent light. A bulb whose light-giving member is conted with sulphide of zinc treated in a special way was rendered phosphorescent by means of a current obtained from a high-frequency transformer coil. The from a high-frequency transformer coil. The current used was alternated or oscillated current used was alternated or oscillated current used was alternated or oscillated current used on the content of about 10,000 times per second. The exposure was about eight minutes.

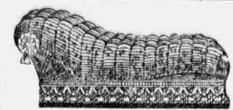
"In order to test more closely the actinic value of phosphoreseent light, some bulbs, subject to high frequency currents, were photographed, or, if we may coin a new word, 'phosphographed,' with a somewhat It simply becomes a question of the conlorger exposure. One bright pair illustrated utilize sulphide of zinc in some form for luminosity. The third bulb, seen faintly to the left of them, has a coating of sulphide of calcium. Although, judged by the eye, it glowed with a brightness fully equal to that of the other two, the actinic value was evi-dently much less. It is, perhaps, needless to growths electrical appliance exemplifies this After many years' use of dynamo-electric machinery giving what is known as a "con-tinuous current," the art has reached the conclusion that only with the alternating current can it fulfill the later duties laid sibilities we are only beginning to under-stand. Incredible progress has been made in its manufacture the last ten or twelve investors will find a host of novel phonomena awaiting them as to phosphorescence and fluorescence produced with electrical current we have learned the rudiments of light Mr. Martin thus describes the new method

of creating light which Tesla discovered;
"Between ussand the sun stretches the waves every Second impressed on the ether by the molecular energy of the sun traveling along it "thy/fimically. If the waves have a lower frequency than this 500,000,-000,000,000, they will chiefly engender heat. In our artificial methods of getting light we imitatively agitate the other so poorly that the waves our bonfires set up rarely get above the rate at which they become sensi ble to us in heat, and only a few waves attain the right pitch or rapidity to cause the sensation of light. At the upper end of the keyboard of vibration of the ether is high, shrill, and yet insudible note-light-which we want to sirik: and to keep on siriking; but we fumble at the lower, have end of the instrument all the time, and never touch that topmost note without wast-ing the largest part of our energy on the intermediate ones, which we do not at all wish to touch. Light (the high note) without heat (the lower notes) is the desider-

"Now, Mr. Tests takes h's currents of high the mails, seven were preparing to carry ex- i to specific human needs. In its latest out-

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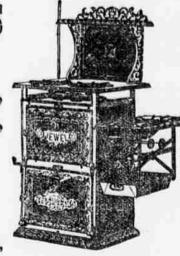
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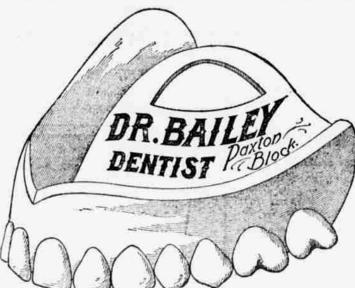
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stages of lower-wave vibration experienced in the cld methods, gets the ether-charged

nolecules more quickly into the intensel

agitated condition necessary to yield light

Using his currents, produced electro-mag-

netically, to load each fugitive molecule with its charge, which it receives and ex-

ercises electrostically, he gets the ether medium into a state of excitement in which

SUMMING UP THE EFFECTS.

In summing up the effects upon science and commerce of Tesla's work, the article

electricity represented by Nikola Tesla is iconoclastic. In the minds of a great many people of culture the idea prevails that in-

vention is as largely a process of pulling down as of building up; and electricity, in

contend, one party or the other always suc

long survival is the law for all the appliance

umbs and drags out its dead; but in the arts

g sphere within which the old apparatu hedged by the advent of the new; and

nathematical determination, the two go o together, complimentary in their adjustments specific human needs. In its latest ou

upon it, and accomplish the earlier tasks that

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nating current, manipulated and coaxed t yield its highest efficiency, we may solve th

problems of aerial and marine navigation b electricity, operate large railway systems, transmit the energy of Niagara hundreds of

miles, and, in Mr. Tosla's own phrase, 'hook our machinery directly to that of nature.' "

LABOR NOTES.

San Francisco has 15,000 unemployed.

A national trunkmakers' union is to

Chicago has an exclusive bicycle workers'

Nashville printers have started an after

Cincinnati will have a big May day cele

Commonweal Coxey is speaking in Ohio

Silverites are trying to get control of

John Burns has been re-elected.

bration.

ight-hour day

rgo andlences.

New York daily paper

ing and power distribution. With the

that relation once established by pro-

it seems capable of almost anything

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Paini	088 I	extr	acti	on.							- L			

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A Special Sale of short pieces and remnants of Brussels Carpets in the basement.

ORCHARD & WILHELM CARPET CO, OMAHA.

to accept a reduction of wages, and a lock-The Colorado legislature proposes to look ato the blacklisting business. Coxey and Carl Browne have started a

illy campaign paper at Massillor Cincinnati printers are preparing for war, losses demand 20 per cent reduction. The big atrike of New York electrical workers is off. Only slight concessions were

"Bix Six" Typographical union of New York paid \$41,000 last year to its unexployed members.

head of a ticket nominated by the socialists of Paterson, N. J. A national union of printing trades composed wholly of negroes, was formed in Chicago by lifty-seven delegates.

Great Britain has \$,000 trades unions, with 1,290,000 financial members and an estimated fund of \$10,000,000. Machinists in the Philadelphia and Reading

car shops have had their working hours in-creased to fifty-five per week. The wiredrawers' unions from all parts of dioyed members.

"Nothing to arbitrate" is the motio at the ganized a national union.

Unions of Lafayette, Ind., established abor club and reading The iron and steel workers have refused