THE OMAHA DAILY BEE: SATURDAY, NOVEMBER 2, 1895.



A Timely Suggestion for the Knights of the Throttle.

ELECTRIC POWER ON SUBURBAN ROADS

Growth of the Trolley and Retireant of the Horse-Cost of street Railway Operation-Electrical Developments.

The Traveling Engineers' association is composed of foremen of road engines from the various large railroad concerns. One of the dutics of these men is to instruct in the use and care of locomotives, and on the handling and application of brakes and other appliances. At the recent annual meeting the president said:

"There is some discussion among the men in the operating departments of railroads in regard to the use of electricity as the future motive power, but it does not seem likely that many regular trains will be run by it during the coming year except on suburban passanger rallways. The success of the large motor used by the Baltimore & Ohis for hundling heavy trains through the Baltimore tunnel shows that these motors can be made to do the heaviest kind of work. while other tests have demonstrated the speed of passenger motors. Such being the state of development, we may find it necessary before long to begin to acquire a detailed knowledge of the operating of electric

motors." It is announced that the Illinois Central will soon supplant steam with electricity in its suburban service in Chicago. The Penn-sylvania railroad managers contemplate a like change, and it is certain other roads will follow. By next spring a great change in railroad motive power on short runs may be looked for, and the progressive engineer, who, as the boxs say is "onto' his icb." who, as the boys say, is 'onto' his job,' could not employ his idle winter hours better than to study the rudiments of electric power.

GROWTH OF THE TROLLEY.

It is common to speak of electric power taking the place of horse power on street railways, says a writer in the Globe-Demoat. Only in a certain gense is this true. 1880 horse cars were in operation in the mited States on a little less than 2,000 miles of road. Today horse cars run on 1.914 miles of road. In 1880 there were no cable rall-ways. From 1880 to 1887 there was added but 1,000 miles to the horse car roads. The next year, in 1888, electricity was first employed as motive power on street railways. That same year, under the impulse of business rivary, probably 1,000 miles of horse car road was built. Before the end of 1889 the electric street car mileage had doubled. In 1889 abut 200 miles of borse car mileage had yen. 1889 about 300 miles of horse car mileage was added. The close of 1889 saw the maximum of horse car mileage in this country. In was a little more than 5,000 miles of road. The Increase of electic street railway mileage has been very steady from 1888 to the present time at the rate of over 1,000 miles a year. It has gone on during the depression. The-horse car mileage remained stationary during 1890. Since then 3,000 miles of horse car roadway has been changed to electric. Of the 10,363 miles of electric street railway. 3,000 miles is old horse car mileage trans-formed, and 7,000 miles is entirely new stress railway.

These figures will give many people an en-tirely different idea from that they have held regarding the so-called substitution of electric for horse power on street railways. It is not substitution, save in a limited value, it is not substitution, save in a limited value; it is addition. The country today has as much horse car mileage as it had in 1880. The growth of only 1,000 miles in six years, when there was no electric railway, shows what was the natural increase of horse car mileage. No reason age he advanced for a mileage. No reason can be advanced for a supposition that if electricity had not been introduced horse car mileage would have inintroduced horse car mileage would have in-creased any faster after 1886 than it &d from 1880 to 1886. Without the application of electricity there would today be in operation in the United States between 4,000 and 5,000 miles of horse car road. Instead, the United States has 1,900 miles of horse car road and 10.363 miles of electric road. 10.363 miles of electric road.

HORSE AND ELECTRIC POWER. What population will warrant an electric nlant?

100,000 horse cars are operated at a fraction less than 17 cents, while they earn 22% cents, a profit of 5½ cents per mile. Electric car service also decreases in cost and receipts per mile after the 50,000 point is passed, but more rapidly in the former than in the latter. Electric service for 100,000 people costs 15 cents a mile and gives gross receipts of 23 cents a mile, a profil of 8 cents a mile. Thus, cents a mile, a profit of S cents a mile. Thus, it appears that the most profitable horse car lines have been those in cities of 100,000 pop-ulation, and the least profitable, those in cities of 40,000. The most profitable electric car service has been that rendered in cities of 40,000 population when the net returns reached 91₂ cents. The worst showing is made in cities of 10,000, where electric car service means a bas of 2 cents of a every mile service means a loss of 2 cents for every mile traveled. The best that here railroads have averaged in cities up to 10,000 has been $5\frac{1}{2}$

cents a mile for the maximum of population; the worst has been in cities between 30,000 and 40,000, where the excess of rectipts over ist per mile traveled goi down to about

mizar

For the horse car service the expense pet up to 40,000 and then it decreases. The re-

The to 0.000 and the same general course, but not quite so rapidly, so that there is a mar-gin of profit, all of the way ranging from 3 cents down to 2 cents and then up to $5\frac{1}{2}$ cents. In the electric service the comparison receipts and cost starts at 10,000 populaion with a loss of 12 cent per mile. The margin of profit begins soon after the 10,000 point is passed, and at 20,000 population it is nearly 2 cents. From this it increases to the um of over 9 cents a mile in cities of 40,000. Then it decreases to 352 cents a nile in cities of 50,000. After that it increases

teadily to 8 cents a mile in cities of 100 000 ELECTRICITY IN JAPAN. Some surprise has been expressed at th innonneement that the Japanese intend to ay and work tho 800 miles of submarine able they have ordered from an English company for connecting Formosa to Japan. As a matter of fact, Japanese engineers have long been familiar with electrical work have long been familiar with electrical work in all its branches. The Imperial Engineer-ing College of Tokio has been in existence for over twenty years. Among the earliest directors of the electrical course were Prof. Ayrton and Prof. Perry, a pupil of Lord Kelvin, the doyen of telegraph engineers. The highest methods of electrical training were introduced, and the Japaness, who are a quick-witted people, were found naturally a quick-witted people, were found naturally fitted to become good electricians. They have produced more than one distinguished

lectrical experimenter. The Japanese have of late been much alive to the merits of American electrical machinery, and this ountry is now having a large share of heir business. The value of dynamos orted from Germany to Japan in 1892 hair 3,741 yen, which far exceeded that from Great Britain or the United States; it 1894, however, those imported from Germany amounted to 18,120 yen; from England, 49,-222 yen, and from the United States, 145,200

almost the entire supply of nickel known to almost the entire supply of maker known of the world, it takes four months to produce a nickel matt of 21.25 per cent, a ton of nickel ore can be reduced in the electric furnace in about forty minutes. The substantiation of this claim would mean a great deal for Canada. Some years ago the United States covernment sent a commission to that contain. Some years ago the criter states government sent a commission to that country to investigate and ascertain the visi-ble supply of nickel ore, with a view to its use for naval armor. The commission re-ported to the government that there were 650,000,000 tons of that ore in sight in Cana-tian territory. With an efficient object is dian territory. With an efficient electric smelting system the abundant water powers of the Canadian nickel district could be used and nickel, which is now about 35 cents a pound, could be reduced, it is estimated, to 15 cents a pound, which would permit of it being used in many new ways. Coal, which is so difficult to obtain at many mining camps, could be entirely dispensed with. When picks, axes, drills, or any of the mining tools require to be drawn to a fine edge or point, the heating could be done by the current and the solution used in the elec ric smelting proces

A COMBINATION PLANT.

A combined water works and electric light and power plant has recently been com-pleted at Anderson, S. C., which illustrates pleted at Anderson. S. C., which illustrates very well what an important factor in the development of water power electricity has now become. For some years the city was supplied by a private company with water and electricity, the pumps and dynamos being driven by steam. Since it has been shown to be feasible, financially as well as me-chanically, to transmit power a distance of several miles, the company has developed a water right some six miles south of the city. water right some six miles south of the city, where about 200-horse power are now made available. The generating station by the iver now contains a single turbine wheel and i two-phase alternating generator of 150 kilowatts or 200-horse power capacity, although provision is made for enlarging the plant as the business grows. The generator is re-markable for delivering this large amount of current at the unusually high electric motive force of 5,500 volts, thus obviating the ne-cessity of step-up transformers. The current is carried to the city over four bare copper wircs. At the city there is a substation where the electric force is reduced 1,040 volts; the total loss in the line from the cenerating station to the city is only 3½ per-cent. The company now supplies current for are and incandescent lights, several small ing the 720,000-gallon pump in the water works pumping station. The water is de-ivered to a standpipe 100 feet high and eigh-een feet in diameter, about a quarter of a nile from the substation, and the electrically operated machinery is said to be giving en-tire satisfaction. Another plant of much the same character is now under construction for the City of Elberton, Ga., in which the cur-rent will be transmitted about five miles.

SMOOTH FAKIRS OF THE EAST and the trick is performed every day in al-most every street, at every theater and mar-Tricks of Chinese Jugglers that Mystify

Realistic Performances in Which Human Beings Are Apparently Killed-Ghastly and Dangerous Tricks.

Going through the Chinese quarter of the British settlement of Hong Kong one day and noticing a large assembly of natives with chop sicks far down his throat. He pretends that the fire does not go out, and gather d in a park, writes a correspondent of pretenning his ears be causes his mouth and family spend a little of my spare time and ascertain the attraction that was as yet unknown to me. This ground, or park, is always nearly filled with Chinese, who come here to drink their tea, buy their fruit, have their letters written and consult the fortune tellers, who breathes hard the confined smoke escape they believe can foresee the rise and fall of He can also cause a full-grown rabbit the Mexican dollar on the morrow, and whether their clients will gain money in their

next business undertaking. But I saw from my place on a tea table, for which I had to pay handsomely, that, again to the mysterious basket. A very though filthy in person and annearance a clever trick is that of swallowing ten or though filthy in person and appearance, a

juggler contemplated doing a trick I had never seen, and overcoming the natural dis-gust caused by his dirty body remained, cu-you will feel it move through the eyes of al

rious to watch him through. He was one of the thinnest and most villalnous of his class I had ever seen; his coat, consisting of raw cotton, sewed and tied together on an old frame of native cloth, was lying by his side, and while he sat thue in the middle of the ring it samed nossible to court every field. The conclusion I will mention the ventrilo-quist, a man with a voice capable of imitatan old transfer in the sat thue in the middle quist, a man dy sound. He comes along the ring it seemed possible to count every ing almost any sound. He comes along the ing almost any sound in the usual loose trousers, originally blue, but the usual loose trousers, originally blue, but the usual loose trousers, and from his loine in the data of the convex the second secon the usual loose trousers, originally blue, but now decidedly greesy, and from his loine hung suspended a murderous looking kulle. He was assisted by two women, who kept up a continuous chatter with their tongues; also by a little dark-eyed boy about 5 years of age, who was standing by his chief. The women were equally dirty as the man him-self, and every once in a while up would go their hands to their coarse black hair or make a quick grab at some part of the body where an itch was feit.

where an itch was felt. 1 had been there a few minutes when the where an itch was felt. I had been there a few minutes when the women began exhorting the audience to sub-scribe cash to enable them to carry out such a trick as they contemplated putting before them. This audience was just like all Chin nese audiences—uninterested, but unwilling to move any farther until they had seen all. Very little cash rewarded the ceaseless

ELECTRIC SMELTING. The advocates of electric smelting of re-fractory ores claim, says the New York Times, that while in Canada, which contains was now lighted and bits of the burning stuff almost the online sunply of nickel known to have the back of the burning stuff were thrown high into the air; red candles and "joss" sticks ignited all around the cir cle, and a great brass gong was beaten. This ncise, added to the beating of the tom-toms, succeeded in drawing still more Chinamen to the crowd already gathered. At intervals silence would be ordered, the women would hastily run over a phrase in a shrill key. some taps of the drum and beating of the gong, and another phrase, and so on.

A GHASTLY TRICK.

The fakir dropped his drum as if in anger and catching the little boy threw him down upon the ground, with his head thrown back upon the ground, with his head thrown back between his shoulders. He quickly drew his knife, and thrust it apparently right into the little fellow's stomach. The pretended anger, the apparent surprise and terror of the two women, their entreatles not to kill, the great spurt of crimson blood, the while face and staring types of the vietim, all these parts were so well acted that they took every one by surprise. The audience seemed ter-ror-stricken at, the butchery done before their very eyes, and while the foremost of them remained motionless, those in the rear, hearing only the crise, began pushing and

them remained monitos, began pushing and squeezing those before them. I myself did not know what to make of it all, having been taken by sarprize by the unexpected grief of the women.

there is any. The performer is always WHERE WOMEN HAVE SUFFRAGE, naked to the waist, the matches are genuine.

Taken All in All, They Cut Quite Figure in the World's Polities. The countries of the world where women al-cady have some suffrage have an area of ket place. Even tourists who have only one or two days, or, as sometimes is the case, but a few hours' time in Shanghal, can witover 18,300,000 square miles and their popula-tion is over 350,000,000.

ness on the hotel steps all and more tricks than I have mentioned, Every juggler, as I In Great Britain women vote for all lective officers except members of Parliahave said, carried a sword, and every one of them is able to fill his stomach with cold iron when rice is not handy. Not fancy and flexi-ble pieces of burnished steel that accommo-datingly wind and twist to the wishes of the ment

In France the women teachers elect women members on all boards of education. In Swedin women vote for all elective officers except representatives; also, indi-

European sleight-of-hand performer, but a rude, rusty, jagged piece of metal resembling rectly, for members of the House of Lords. In Norway they have school suffrage. In Ireland the women vote for the harbor

hoop iron, is the sword of the Chinese juggler. They are two and sometimes three feet long and are thrust far flown into the body. The performer then struts about, smack-ing his stomach, and for once he is quist and or municipal officers.

In Russia women householders vote for all lective officers and on all local matters. In Finland they vote for all elective ofnot a sound is heard. When the juggler eat fire he lights a lot of paper and shoves i

In Austria-Hungary they vote, by proxy or all elective officers. In Croatia and Dalmatia they have the

privilege of doing so in local elections in

In Italy widows vote for members of Parila In the Madras presidency and the Bombay

residency (Hindoostan) the women exercise he right of suffrage in all municipalities. In all countries of Russian Asia they can come forth out of what was known to be a bundle of rags, and make it walk about your do so wherever a Russian colony settles. The Russians are colonizing the whole of steps, but this is simply aleight-of-hand, as the rabbit always turns out to be the same their vast Asian possessions and carrying with them everywhere the "mir," or self governing village, where'n women who are filthy animal used, and quickly finds its way A very heads of households are permitted to vote. Women have municipal suffrage in Cape Colony, which rules 1,000,000 square miles. more needles. The jugging follows then with a piece of silk thread, one end of which Municipal woman suffrage rules in New Zealand, and at Parliamentary elections, Iceland, in the north Atlantic; the Isla of Man (between England and Ireland); and Pitcairn island, in the south Pacific, have ful

oman suffrage. In the Dominion of Canada women hav municipal suffrage in every province and also in the northwest territories. In Ontario they vote for all elective officers, except in the election of members of the legislature and quist, a man with a voice capable of imitat-ing almost any sound. He comes along the

In the United States twenty-eight states and territories have given women some form i suffrage

School suffrage in various degrees is granted to women in Arizona, Colorado, Connecticut Delaware, Idaho, Indiana, Kansas, Kentucky Massachusetts, Michigan, Minnesota, Ne-braska, New Hampshire, New Jersey, New York, North Dakota, Oregon, South Dakota,

Texas, Vermont and Wisconsin. In Arkanses and Missouri women vote, by etition, on liquor license in many cases. In Delaware suffrage is exercised by women reveral municipalities.

In Kansas they have equal suffrage with men a' all municipal elections. About 50,-00 women voted in 1890.

In Montana they vote on all local taxaties In New York they can and do vote r school elections. The question of the consti-utionality of the law is still undecided. They looking one who is about to begin, take warn ing and stuff your ears. Some one picks up a stone and throws it. I suppose at the man, whom it misses, and who jeers, while the stone can be heard rolling over loose boards. vote also in many places in this state on local improvements, such as gas and electric street lighting, paving, sewerage, and muni-It hits a cat, that now breaks out with a

cipal bonds. In Utah women voted until disfranchised by the "Edmunds law," when they promptly frightful yell. There follows more noise, the tent shakes as if it contained a troop of wild rganized to demand its repeal. In Pennsylvania a law was passed in 1889 inder which women vote on local improvemonkeys. The sole occupant appears and gathers in his coin. A Chinese wheelbarrow is like any othe The sole occupant appears and

ients by signing or refusing to sign petiwheelbarrow, because it squeaks when grease is stinted. Such a horrible noise does this occasion that a squeaking wheelbarrow ions therefor. In Wyoming women have voted on the ame terms with men since 1870. The con-vention in 1889 to form a state constitution

is seized in the treaty ports as soon as heard by the police. The ventriloquiet foins his bamboo so as to form a wheelbarrow, and, manimously inserted a provision securing hem full suffrage. This constitution was his bamboo so as to form a wheelbarrow, and, pushing them along, imitates the squeak so well as to convulse his hearers with laugh-ter. The ventriloquist is more agreeable to the eyes than the juggler, but as I have said, they are all, without exception, a filthy and beggarly lot. The juggler pretends to have the aid of certain jokses in the performance of his tricks; the story-teller helps in de-ceiving the people, while such as the ven-triloquist who travels from one province to another are even worse than the Chinese newspapers in spreading lies among the poor people. Thus all these prople combined play them full suffrage. This constitution was ratified by the voters at a special election by about three-fourths majority. Congress re-fused to require the disfranchisement of women and admitted the state July 10, 1830. And let it not be forgotten that in the sen-ate of the United States, February 7, 1889, a state of the united states for a start of the state of the state state of the united states. select committee reported in favor of amend-ing the federal constitution so as to forbid states to make sex a cause of disfranchisement. Congress adjourned, however, March 4 following without reaching the subject. people. Thus all these prople combined play an important part in poisoning the minds of the lower and middle clauses against the in-HONEYMOON MISHAP. roduction of Christianity and European re-

The Groom Speeding West, the Bride Bound East.

Mr. and Mrs. W. H. Hablo of Butte, Mont., who are making a bridal tour of the Pacific who are making a brian of the Portland, says the coast, are stopping at the Portland, says the Oregonian. They were married at Spokane last Tuesday, where the bride, well known in society circles of that city as Miss Fisher, has lived for several years. Her father is a prominent further of that place. Mr. Hablo Science Says Man and Other Animals Have a Rudimentary Third Optic. Recent resourches prove that man and all vertebrates seem to possess the rudiments of ca Monthly



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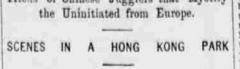
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to some of the experts at the Montreal con vention of street railway managers. It is one in which a large number of towns and small cities is interested. The answers are not so encouraging as many people with only genera information on the subject will expect. The impression is that the electric street railway is a great deal cheaper than the horse car road or the cable. So it is under certain con ditions. Six years of experience with elec tricity as the power shows what can be expected in that direction. In cities of 10,000 population the advantage is with the horse car decidedly. A horse car service for that popu lation is operated at a cost of between 15 cents and 16 cents a mile, and it earns be-tween 18 cents and 19 cents. An electric road for a town of 10,000 people costs betwee 20 cents and 21 cents a mile, and, judging by past returns, cannot earn more than 20 cents a mile. From 10,000 to 30,000 population the cost per mile of horse car service in-creases from a little over 15 cents to a little over 18 cents a mile, while the cost of electric car service decreases from over 20 cents to 15 cents a mile. Gross earnings of both increase, and at 30,000 population are the same, 24 cents a mile. The net gain is with the electric service, because of its reduced rate of expense per mile. For 10,000 population horse car service gives a margin of 3 cents per mile profit, while electric service show a loss of half a cent a mile between receipti and cost of operation. At 20.000 population the horse car service shows 16 cents a mile for cost of operation and 19 cents a mile for receipts, a profit of 3 cents a mile, the same as for 10,000 population. Electric car service fo 20,000 people shows 19 cents and a small frac tion of a cent per mile as cost of operation and just 21 cents as receipts, a profit of nearly 2 cents per mile. At 30,000 population the figures began to tell in favor of the elec-tric service. Horse cars for a town of 30,000 people cost 18½ cents a mile to operate. They earn 21 cents a mile. Electric cars for cities of 30,000 cost a little less than 18 cents a mile, and earn 23% cente a mile. For the next 10,000 population the gain is very notable on the side of electric service. Horse cars for 40,000 population cost 22 cents per side of electric service. mile and the receipts amount to $25\frac{1}{2}$ cents. The electric car service for cities of this class gets down to 16 cents a mile in cost, while the gross earnings reach 251/2 cents, a net profit of 915 cents per mile traveled.

CONFOUNDS THE EXPERTS. From this point comparison confounds the experts. The natural expectation is that after passing 40,000 population the advantage of electric car service will grow with each additional 10,000. It does not. The most profit-able street railways, in proportion to cost of operation, at the present time, are those which are operated by electricity in cities of 40,000 population; that is to say, until the 100,000 limit is passed. The cost of operation of electric street railways decreases steadily from 2015 cents a mile for 10.000 population to 16 cents for 40.000 people. Then it increases to 20 cents a mile for cities of 50,000. Arthur V. Abbott, the Chicago engihas studied this curious turn in the of electric street railway operation. He cost of electric streat railway operation. thinks it is caused by increased cost of trans-porting the electric current or the necessity for additional power stations after the 49,000 point is passed. For a road, no matter how short, a power station must be provided, and that is a principal item in the cost. The operation of the power station increases but very little as the car miles are added up to a certain point. But when it becomes necessary to build another power station or to transport the current over long lines of feeders, the corl jumps. From 40,000 to 50,000 population these jumps in cost of operation usually take place. Hence it is that for a city of 50,000 the cost per mile becomes 20 cents, while the receipts increase to only 26 cents, a profit of 6 cents.

Perhaps even more curious than this change in cost of electric operation is that which longer experience has shown takes place i horse car service. The latter shows a marked decrease in cost per mile after the 40,000

MAKING EFFICIENT MOTORMEN.

The Brooklyn City Railroad company has cached the wise conclusion that one way to educe accidents is to improve the working tandard of its motormen. So that if it of willing to spend money on equipping its cars with proper brakes, it is, at all events, adopting the half-way course of teaching the notormen to make the best possible use of he imperfect and clumsy apparatus they have The company has a regular school o handle. in which the new men are instructed in the construction and working of the car, and in the rudiments of electricity. No man is allowed to leave the school until he is thor-oughly proficient and capable of managing a car in any omergency. As an inducement to better service, the directors of the com-pany have authorized the setting aside of \$10,000 to be divided among conductors and otormen who between now and May 1, 1896, hall have had no accident causing either injury or damage to persons or property or to the company's property, and who have not been suspended for violation of the company's rules. Each of the successful men will re-

ceive a pro rata share of the reward. The company "desires to impress upon the employes that its success and prosperity depend upon safe, regular and quick car service, together with courteous treatment of the public by its employes, and the payment of this amount is authorized in the hope of securing nore efficient and conscientious service on the part of both conductors and motormen. and thus improving the service on the company's lines."

A NEW TROLLEY MAIL CAR.

Many cities have already used the electric car for carrying mail to the postoffice, but Boston is making a new departure in the shape of a mail car designed for the receiving of mail direct from the hands of the collectors. The car will run on schelule time to certain points along the line, and it will thus be easy for the collectors to meet it at these points and turn their mail into it in-stead of into the several substations. The mail will be canceled and assorted on the car, and left for immediate dispatch at the cenand left the transfer unway station. The car has atraight sides, like a regular railway posteffice, which gives plenty of floor space and room for hanging pouches. It will have a full complement of tables, cases and racks. but its most important feature will be a canceling machine. The current which drives and lights the car will feed the electric motor to run the canceling machine, which will have a espacity of 40,000 cancellations per hour. By this plan it is expected that letters will be delivered on an average an hour sooner than if they were taken to the substations and handled in the old way.

decrease in cost per mile after the 40,000 population is passed. It drops from 22% cents a mile for 50,000 people. The receipts per mile, however, also drop. Horse cars in crities of 40,000 earn 25% cents a mile, while in those of 50,000 they show a fraction over 23 cents. From 50,000 to 100,000 population horse car service shows a steady decrease in eost and in earnings per mile. For cities of

and gradually drew the ring about the performance closer and closer. The women, pa ing this, immediately changed their tactics and told them that they would quickly restore the boy to life and health. This had the desired effect, and the dirty little pieces copper cash began falling all about the ring when they were carelessly picked up by the two women. In the meantime the per-former sat there, grim and motionless, except when he would give the knife a slight twist, causing fresh spurts of blood to flow over his body and the body of the little victim. Taken altogether, it was a ghastly sight and I longed for them to bring the af-

fair to a hasty conclusion. The boy's face, probably owing to applica tion of a chemical preparation, was blanche and spotted as if affected by leprosy. Not a move or stir from the little body, After a time fresh joss paper was lighted and the fakir withdrew the bloody knife. The body was now held over the fire, the drum was again beaten, accompanied by the old going and a sort of flute used by the Chinese. Add to this the horrible noise of the sing-song entreaties of the women for more money you will imagine what an experience

was for me. RESTORED TO LIFE.

The boy was now laid down ground, the bloed rubbed from his body with some old rags, and the performers, continu-ing with the abuminable noiss, walked slowly about the body, invoking the departed spirit to return to its earthly frame. After a few minutes of this hypocrisy the watchers were rewarded by signs of returning life; the little fellow's cycs opened, his arms were extended and he slowly rose to his feet as if he had been awakened from a deep sleep. I could not see any wounds on his body; the blood still covered his skin in some places. Th knife I could see was no "trick" knife and was so rudely formed as to make impossible the concealment of any secret spring, the blood came from 1 cannot tell. Where was wholly naked and the man was naked to the waist. Of course, then, he had no sleeves. Yeu will ask, then, how such a trick is dene? I do not know, and I must refer you to higher authorities upon this sub-It was inexplicable to me ject.

A very common but dangerous trick is that swallowing iron balls, usually performed by the street fakir or beggar. It is sometimes kept until the last, as it usually feaves the performer in an unenviable and miser-able state of health. The iron bails used are each about one and a half to two inches in diameter, made of rough cast iron. One is evallowed, and its progress down the throat easily traced by the huge lump that

appears. Another ball is entered into the mouth and made to follow. The performer now begins to feel uncomfertable, the pupils of his eyes dilate and his face changes color under the dirt. The next ball, the third, is sent on its dark way and is seen to go very slowly down the throat. Now comes the disgusting part to watch his antics as he exerts all his energy and force to get it down. After the lump caused by this ball again disappears he gives a great bound into the air and comes down sharply on his feet, when can be easily heard the sharp click as the third ball comes in contact with its fellows. Then follows the minute of horrible agory as he strains himself in great pain, his hands prezsing his stomach and body bent almost He coughs and forces until one uble. then two, then the last ball all roll from the mouth into the dirt. Not long ago one of his class of men was doing a trick outside he walls of Shanghai. One of the iron pills referred to remained in his stomach rather than to come out into the open air again, in consequence of which the victim died in fearful agony before our eyes.

TRAVELING MATCHES.

The trick of the match sticks is as follows: The juggler takes three or four common An Eskimo Superstition. For many years the furriers have noticed facial contortions he brings the matches out

This discovery is not only very interest but also remarkably instructive, since rudimentary third typ of man has, by since the f the most noted philosophers of modern lays, been looked upon as being the seat of he soul.

WE HAVE THREE EVES.

orm

As organs by proper use develop in strength and perfection, so they become weak by lack of use. If for many generations an organ should remain without use, its structure in time becomes simpler and more imperfect. If such a process continues throughout ages an organ, by constant disuse, will become rean organ, by constant distance, with become duced to a mere rudiment of what it was in the species using the same. Thus, species of birds that only walk and run, but never fly, have only rudimentary wings, as the ostrich; while in the cagle and the albatross the wings

are seen in a state of perfection. Now, in closely examining the skulls of certain lizards, it was found that near the top of the head, under the dark, opaque skin, and often in the very bone, an almost perfect eye exists, although no ray of light ever could reach it. This eye shows a crystaline lens, a retina of very complex structure and an optic nerve; in fact, all the essential parts of several by the of a perfect eye. But being covered by the opaque skin of the animal it is absolutely useless. If this optic nerve is iraced to the

brain it is found to connect the eye with the so-called pineal gland of the brain. This pineal gland is, of course, in no sense of a word a real gland, but a definite portion of the nervous tissue of the brain, invariably located just back and partly over the cere-brum, and in front of the rounded brain mass which generally is considered to correspond to the corpora a quadrigemina in a man.

This third eye of the spotted lizard is called the pineal eye, on the spotted fizird is called the pineal eye, on account of the nerve connection of the retina with the pineal gland. Now, while in certain lizards this highly developed eye is useless because it is account by developed eye is useless because it is covered by opaque skin, and in others even deeply bedded in bone, it would seem prob-able that in an earlier stage of development this pineal eye was not rudimentary, but in constant use. A very slight modification would accomplish this; namely, the trans-parency of the skin covering the eye. This is exactly the condition of the normal eye in reptiles today; the skin covers thum, but it is

transparent where it passes over the eye. In the skulls of some of the gigantic rep-tiles of the earlier age of this globe paleontologists have long sgo found a large round perforation. Probably this was the socket of the third or pinsal eye of the lefthyosaurus, the plesionaurus and the labyrinthodon. But a much more important conclusio

must be drawn from this discovery; namely, that in all vertebrates, even including man. traces of this third eys remain today, pineal eys of Hzards being connected The with the large pinesi gland of the same. It would seem that the pinesi gland itself is but the nerve center of optic thalmus for this third eye. In all riptiles and amphibia the pineal gland is farge; so it is also h In higher animals the crebrum develops very much, overgrowing the more posterior portions of the brain. By this preponder-ance of the nerve mass the pineal gland becomes covered by the cerebrum and assun comes covered by the cerebruin and assumes more and more rudimentary forms. But it remains with obstinate pertinacity. It is even always present in man-though here only of the size of a pea and rudely resem-bling a pine come in shape. It seems also degenerated in structure, having hardly any nervous tissue. These facts of form and transition have shown that name that structure have given rise to its name, that

of pineal gland. The German Canary Trade

It is not at all generally known that Ger-msny carries on a very large trade in the rearing and exporting of canaries, and that the largest stabilishment in the world for the breeding of these creatures is situated within the domains of that empire, away up among the Hariz mountains of Prussia. From this and the few surrounding but smaller nurser ies no fewer than 130,000 birds are dis patched every year to the United States and Canada, while in the same time at least 3,000 go to Britain and about 2,000 go to Russia.

Look out for colds at this season. yourself well and strong by taking Hood's Sarsaparilla, the great tonic and blood purifler.

prominent furrier of that place. Mr. Habl s a prosperous merchant of Butte and has a large circle of friends in the northwest. On Wednesday morning Mr. and Mrs Hahlo met with a curious mishap at the union depot in Spokane, where they were to take the Great Northern sleeping car for this city over the Oregon Railway and Navigation company's line. The Oregon Railway and Navigation company's train and the Great Northern train leave the depot within three minutes of each other, one bound for the minutes of each other, one bound for the east, the other for this city. Mrs. Hahio, accompanied by some friends, went to the depot without Mr. Hahio, who was to join her before the train left. He had been de-layed up town by some business arrange-ment. Mrs. Hahio, by mistake, got aboard the Great Northern train, eastbound. Mr. Hablo arrived at the depot, and supposing that his bride was safely aboard the Great SHERMAN & MCCONNELL DRUG CO ., 1513 Dodge street. Omnba. Neb. Northern sleeper on the Oregon Railway and Navigation company's train, stepped aboard just as the train was pulling out of the

Going into the sleeper Mr. Hahlo soon discovered that his wife was not on the train. Immediately, to draw it mild, he got con-siderably excited. The train had gone several miles before he made up his mind the best thing he could do would be to get off

and walk back to Spokane. Meantime Mrs. Hablo was having an in trresting time. When the Great Northern train pulled out of the depot for the east and her husband had not joined her in the sleeper she sent for the conductor, who soon discovered she was on the wrong train. A few miles east of Spokane the Grea

Sorthern track crosses the Northern Pacific rack. There Mrs. Hablo was banded off track. the train, and fortunately caught a Northern Pacific train back to Spokane within a few GREAT Arriving at Spokane she met her Explanations were exchanged and inutes. everybody was happy again in a very short

The next day Mr. and Mrs. Hahlo got or the right train together, and arrived in this dty.

A Natural Wonder.

The most wonderful piece of natural sculp-ture in the world may be seen by any vis-itor to the Cape Verd islands. This specimen of natural art work is without doubt the most colossal and marvelous freak known to the gologists and goographers. San Vicente is the principal town of the you a poor, flabby, immature man. Realth, strengt and vigor is for you whether you be rich or poor The Great Hudyan is to be had only from the Hud islands. As the ship enters the harbor of the above named place one sees a bold ridge son Medical Institute. This wonderful discover was made by the specialists of the old famous Hud son Medical Institute. It is the strongest and mos of dark volcanic rocks lying in the distance. The crest of this ridge forms an exact like ness of Washington, the figure lying ap-parently face upward, as if in sizep. The large, hold features, the backward wave of the hair, the rotund form of the massive shoulders, and even the frilis on his colonial shirt are reproduced on a scale of such mag nitude and grandeur as to be absolutely startling. The fidelity of the outline is such that the freakish forms assumed by the stalactities and stalagmites in the well known natural caveros are not suitable com parisons

nervous twitching of the eyes and other parts. Strengthens, invigorates and tones the entir system. It is as cheap as any other remedy. This strange natural monument to greatest of American heroes is the first ob-ject to meet the gaze of the observing sight-seer as he approaches the Cape Verd islands. With the boundless ocean for its background HUDYAN cures debility, nervousness, emis sions, and develops and restores weak organs Pains in the back, losses by day or night stopped and the tropical sky overhanging it, it is no fight of the imagination when we say that the freak forms a tableau of overpowering quickly. Over 2,000 private indorsements. Prematureness means impotency in the first stage. It is a symptom of seminal weakness are barrenness. It can be stopped in twenty days by magnificence. the use of Hudyan. Hudyan costs no more that any other remedy. Send for circulars and testimonials.

In SWEETNESS and POWER of TONE, BEAUTY of DE-SIGN, and STRENGTH of CONSTRUCTION "BAY STATE" GUITARS, MANDOLINS, BANJOS, TFHUN ZITHERS, and FLUTES SL BAND

> JOHN C. HAYNES & CO., 453 TO 563 WASHINGTON ST., BOSTON.

CHATTEL MORTGAGE SALE.

reliabulary, excesses, emissions, impotency, varicocele and consti-pation. One dollar a box, six for 55. For sale by THE GOOD-MAN DRUG CO., 210 Farnam St.

^c CHATTEL MORTGAGE SALE. N. B. Falconer's stock. Whereas, On the 14th day of October, 1825, Nathanael B. Falconer gave a chattel mort-gage to the Omaha National bank in the scribed goods and chattels, to-wit: The entire stock of dry goods and mer-chandise consisting chiefly of allks, velvets, dress goods, linings, linens, sheeting, blank-cts, domestics, trimmings, at goods, notions, soap, perfumery, ribbons, books, stationery, gents' furnishing goods, hostery, fur goods, rugs, draperies, curtains, curtain poles, and office furniture consisting chiefly of an iron safe, files, desks, chairs, carpet and curtains, and all other chaitels of every kind and charac-ter, owned by said N. B. Falconer, and con-tained in the three-story and basement brick building numbered 1565-1507 and 1509 Douglas street, in the city of Omaha, Ne-braska and all other personal property and merchandise carried in stock at the above and stoces, induced at the show due the sum of \$25,519.67, and upon which there will become due October 18th, 1895, the sum of \$12,000.00; October 25, 1895, the sum of \$5,000.00; November 18, 1895, the sum of \$5,000.00;

upon the same descriped goods and chattels to the following named persons in the amounts following the names of the mort-guges, to-wit: To Christina Falconer in the sum of \$2,230.00, all of which is now due. To Robert Falconer and Thomas Falconer, doing business as Falconer Bros. in the sum of \$7,250.00, with interest from July 3rd, 1885, at 10 per cent per annum, all of which is now due. To the Filpatrick-Koch Dry Goods com-pany in the sum of \$5,583.32, all of which is now due. To The Bee Fulushing company in the sum of \$2,016.11, \$128.22 of which is due, and upon which there will be aus thetaber 22d, 1835, the sum of \$148.7a. November 1011, 1895, the sum of \$2,016.71, \$128.22 of which is due, and upon which there will be aus thetaber 22d, 1835, the sum of \$148.7a. November 1011, 1896, the sum of \$136.60; Derenner ath, 1896, the sum of \$195.61, upon which there will be due No-vember 13th 1855, the sum of \$198.46, and December 13th, 1855, the sum of \$298.46, and December 13th, 1855, the sum of

sell said slock to pay the amount due or to become due, now, Therefore, Notice is hereby given that the undersigned mortgagees will sell all of the above described property at the building lately occupied by said Nathaniei B. Faj-coner as his store, to-wit. Noz. 1506-1507 and 1509 Douglas street, in the city of Omsha, Nebraska, on Friday, the 8th day of No-vember, 1885, at 10 o'clock in the forenoon of said day, at public auction to the highest bidder therefor in cash, and that the pro-ceeds thereof will be applied to the pay-ment of said mortgages in the order of their priority.

RIENT Grand Cruise with the Past Twin-Screw Express Steamer

ment of said mortgages in the inter priority. Dated, October 18th, 1855. OMAHA NATIONAL BANK, By Hall, McCulloch & Clarkson, Atlorneya CHRISTINA, FALCONER. FALCONER BROTHERS KILPATRICK, KOCH DRY GOODS CO, By Kennedy& Learned, Attorneya. By Rennedy& Learned, Attorneya. THE HEE FURLISHING COMPANY, By N. P. Feil, Bus Mgr. By G. M. Hitchcock, Pres. O-18d-21-t-m-&

