

THE FIELD OF ELECTRICITY

Invasion of the Domain of Steam in Suburban Roads. Demand for Electric Locomotives.

Experiments at Home and Abroad Carefully Watched—Electric Lighting in Edinburgh—Other Developments.

The Norwalk, Conn., city council recently granted the Norwalk Traction company permission to extend its trolley line to Westport, a distance of about three miles.

An examination of the whole trolley system of Connecticut shows that the steam railroads of the state are being displaced by electric traction.

Further evidence of the steady invasion of the domain of steam power traction by electric motors is further shown by the demand for the latter.

The Westinghouse and Baldwin companies have become competitors in the demand for electric locomotives.

The allied companies propose to perfect and offer to the steam railroads a new electric locomotive.

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Another interesting experiment in the field of electricity is the use of the electric current in the treatment of cancer.

TO DRAW THE PIECE OF METAL OUT OF HIS HAND

Such is the principle of the coming Tesla motor. In its application as a motive power on the railroad, the construction of course, differs from that of the experimental apparatus, but the idea is the same.

A TEST OF THE NEW FORCE. In equipping the new locomotives the circular magnet is attached to the bottom of the engine, and the axle upon which the wheels revolve is through the center of the magnet without touching it.

"We tested one of our motors recently on the Nantasket Beach railroad, and while the experiments were successful, they also showed that the little things in electricity, as in life, may cause trouble.

"A two-motor car was first tested with a load of one ton, with a combined weight of 302 tons. As this load was too heavy, the cars were dropped off, one at a time, until only five remained.

"It might be conceded that a locomotive generating its own electricity is not economical, since it dispenses with costly overhead copper wire conductors, and is exempt from the expense of long wires, but to suggest that it is more economical in fuel than the ordinary steam locomotive sounds like a joke.

"It is suggested, however, by the Heilmann investigation, that if it be practical, the development of the steam locomotive is possible, which would give it a new lease of life and make electric competition a thing of the past.

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IN THE GHETTO OF CHICAGO

Section Through with Russian and Polish Jews. Their Fanaticism and Their Sufferings.

Great Hardships and Much Poverty Endured Uncomplainingly—Ceremonial Observance of the Jewish Sabbath.

The Chicago Jewish Training school is situated in the midst of a peculiar people, says the Chicago Tribune.

To the casual observer that locality bounded on the north by De Koven street, on the south by Fourteenth, on the west by Johnson street, and on the east by Madison street, is a place inhabited by poor Russian and Polish Jews, so crowded and packed together that many thousands of them live within this limited area.

Parents are supposed to be responsible for their children until they are 13 years of age, and it is then expected that they have been taught to read and write, and to be able to take care of themselves.

In studying the lives of this unique people in our midst, and yet more of us than are the people of the South Sea Islands, we are struck by the peculiar character and extraordinary facts in regard to how people are able to live.

Although they are religiously free, these Jews of the old regime find little else which they hold dear than their faith, their traditions, and their customs.

When they have completed the course there is a certain amount of religious dependence, comfort, respectability on the one hand and poverty, dependence, deprivation, and keeping the Jewish Sabbath on the other.

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THE ARMY RIFLE TERROR

Phenomenal Destructive Powers Shown by Recent Tests. The Flight of Its Projectiles.

Bone Crushing and Explosive Force of the Bullets—Every Soldier His Own Sargeant—An Alarming Problem.

A very short time ago, when most of the nations of the earth were going about with chips on their shoulders, imploring some one to knock them off, the medical men of the various countries began wondering what would be the effect on the soldiers of the possible effect should the arms now adopted by the various countries be used in actual warfare.

It is rather singular that at just about the same time, if not a little before this official testing was made, the Government of New York City began some experiments on its own account with the new rifle adopted by the United States army and now in the hands of the militia.

When the military arms having small caliber and using a bullet of a diameter much less than that of the old European armies, the representation made that the change was in the interest of humanity.

With this general result the examining boards were content and the public generally was informed and thoroughly convinced that even though the new arms adopted were much more precise in action and had an enormously increased range, they were not to be feared.

Dr. Girdner, in his article, describes the flight of the bullet as in three divisions. The first is from the muzzle to 400 yards, the second is from 400 to 1,500 yards, and the third is from 1,500 yards to the limit of flight—two miles.

When the bullet is fired, it is not like the Minie ball of the civil war—merely lead, which is itself flattened and torn in its course—but it is conical, and ends in a sharp point.

The appearance of the flesh wounds is equally clean and without laceration, and if the bullet is not killed outright would be within the humane limits and would recover from his injuries the gun would seem to make a wound as if it were a bullet.

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